OCTOBER 21, 1961. VOL. CCXLVII. No. 3203. TWO SHILLINGS AND SIXPENCE

THE SPHERE

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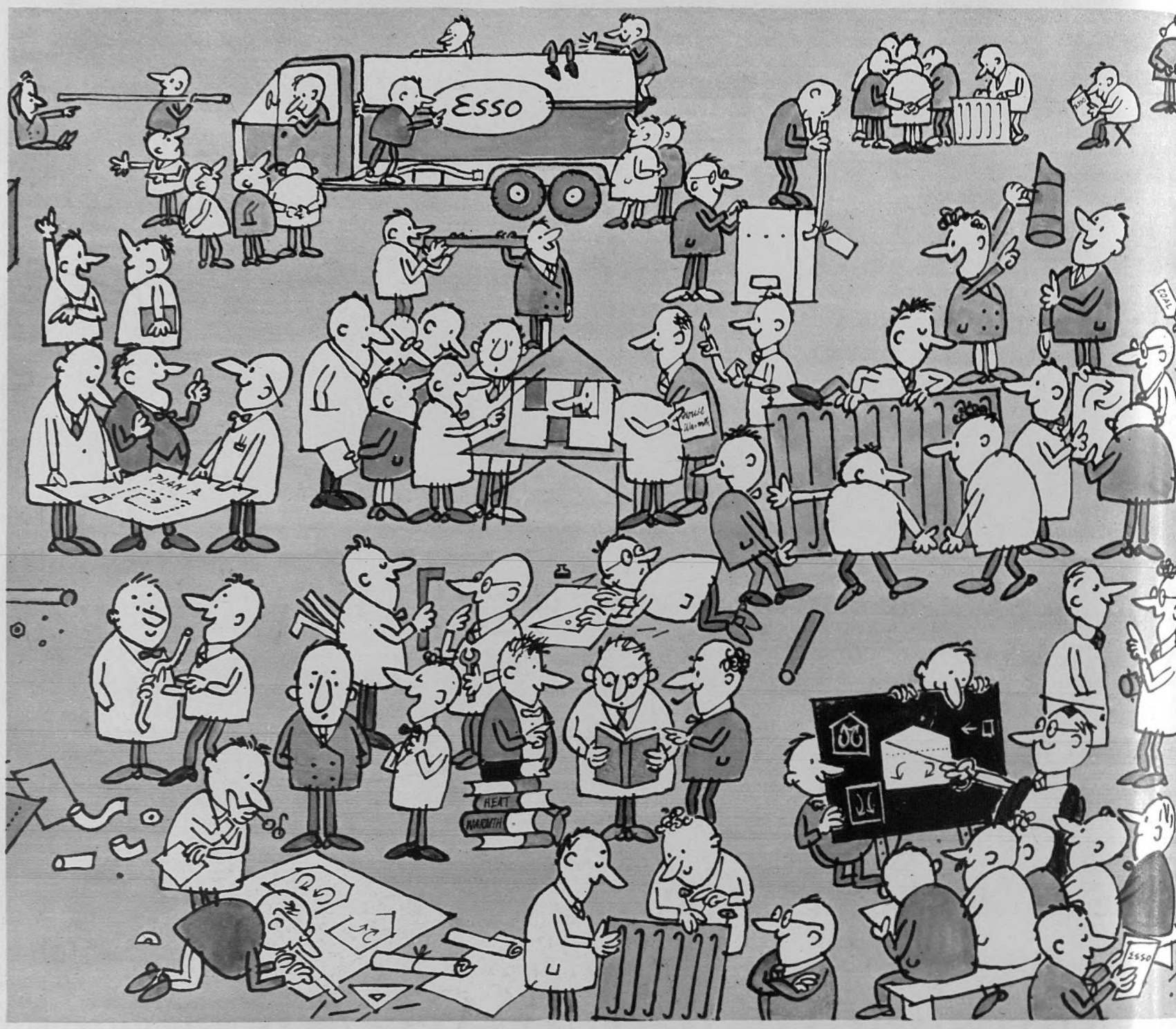

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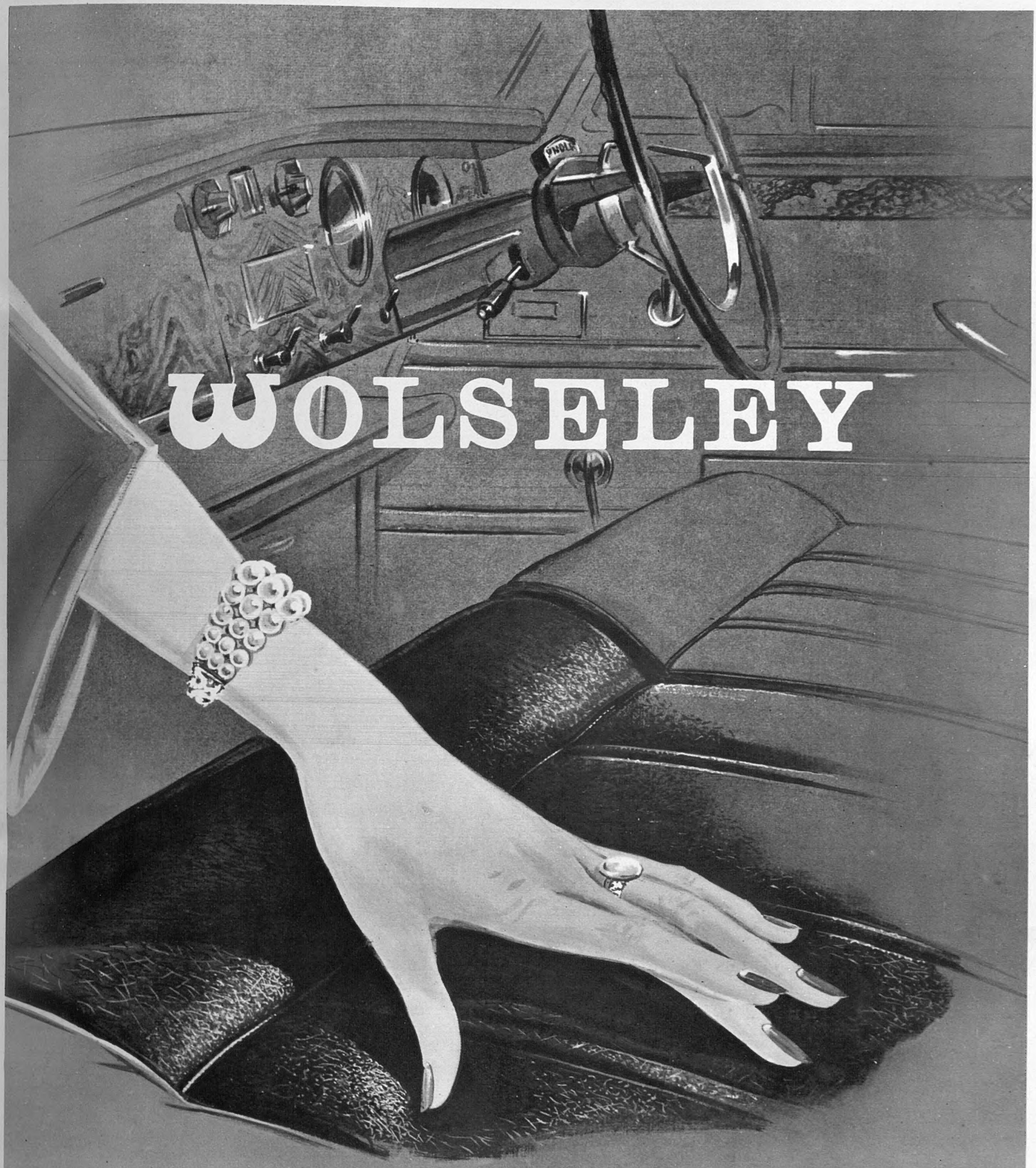

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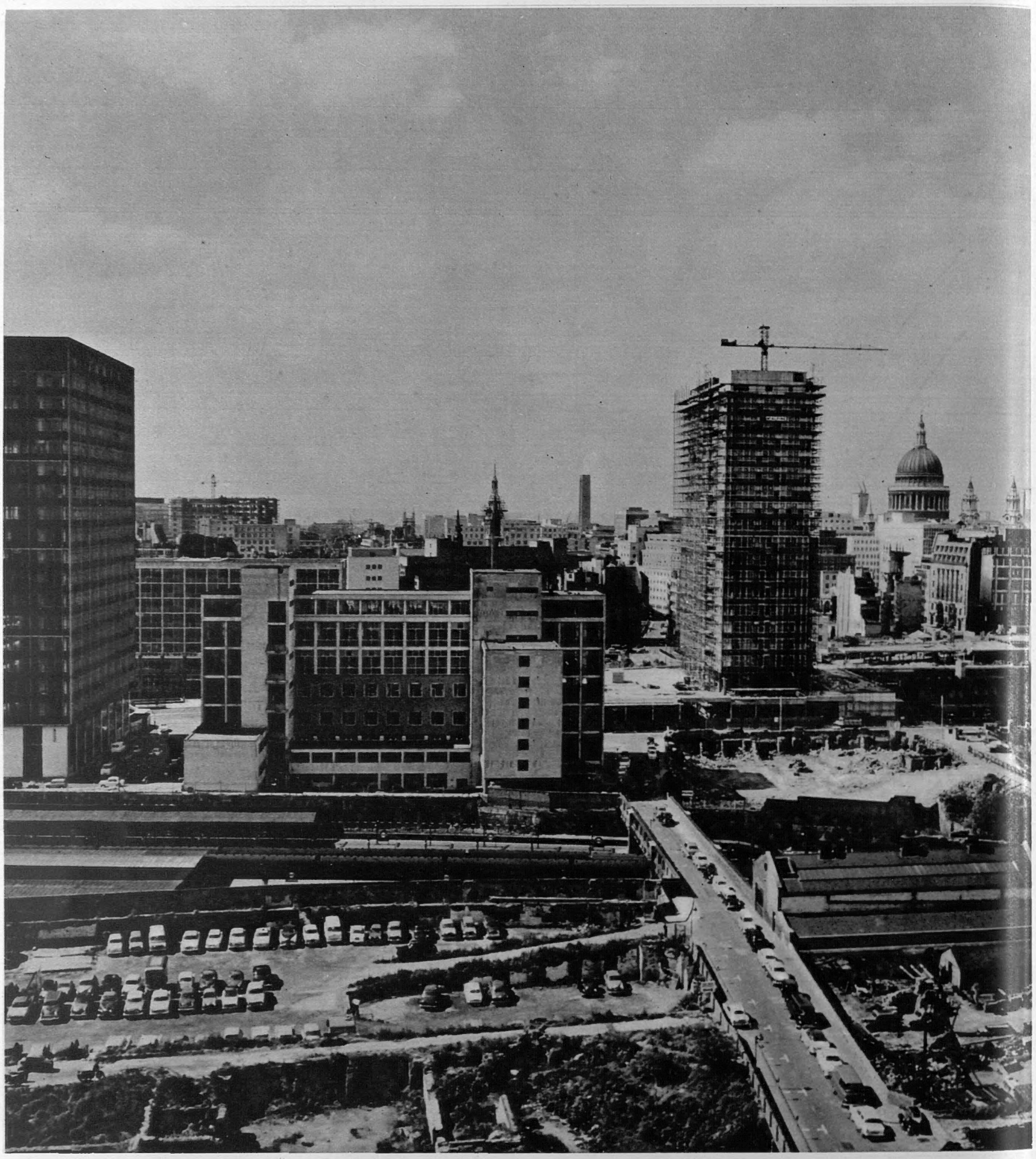

A new London lifts a towering steel skyline

IF YOU CLIMB to any vantage point in London now you find a new skyline taking shape all round you, a skyline pierced and altered by gleaming cliffs and towers.

What is lifting London—and other cities—higher than ever before is *steel:* steel tubes for scaffolding; steel beams, nowadays rolled out all of a piece in lighter stronger sections, rising in stiff gaunt frameworks; steel reinforcing rods strengthening concrete in its climb into the sky; steel in the piles and foundations that brace these giants in the London clay; steel window frames lending grace to the enormous facades.

And in London now you will see exciting new applications of this versatile metal. The light curtain walling that faces many modern buildings is made of panels of cladding held in a steel framework; sometimes the panels themselves are of vitreous enamelled steel; or they may be glass panels backed by galvanized steel; stainless steel has now made its appearance as a building material, used in thin sheets to cover the mullions of windows. Indoors, plastic-coated steel is being used extensively.

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EUROPE'S LARGEST WALKING DRAGLINE...RAPIER-built for faster mining of South Wales anthracite

This mammoth RapieR W.1800 walking dragline, now digging, lifting and dumping 60 tons of rock and earth a minute at the Glyn Neath workings of the National Coal Board, weighs 1800 tons and operates a 40 cu. yd. bucket from its 247-ft. boom. It is being used by contractors George Wimpey, stripping over-burden to expose beds of high quality anthracite 300 ft. below the surface.

The machine was designed and built by Ransomes & Rapier, backed by the great engineering resources of the Newton Chambers Group of Companies. They are the only British organisation among the three or four in the world producing excavating machinery of this size. RapieR walking draglines are at work from Australia to Scandinavia, from Africa to North America.

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Volume CCXLVII No. 3203

THE SPHERE

LONDON, October 21, 1961

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APPLAUSE FOR THE PRIME MINISTER

Mr. Macmillan acknowledges the cheers during his speech to the Conservative Rally which followed the Party's annual conference at Brighton. The Prime Minister, speaking in his capacity as Conservative leader, gave a far-ranging survey of home and foreign affairs. He spoke of the need for a purposeful economic policy developed through the efforts of the Government, managements and trade unions and for the expansion of education and certain sides of the social services. In looking at the cold war, he anticipated this might last for another generation, or longer. Having contrasted Communism with any idealistic philosophy based on a belief in God Mr. Macmillan continued: "In this struggle we must have faith and a sense of purpose. If the mood of materialism were to spread in the form of positive acceptance of Marxist atheism or in the indolence of agnosticism, then I believe that Western society would be doomed." (See also News Summary, page 89)

Postage Inland, 4½d.; Canada, 1½d.; Elsewhere Abroad, 5½d.

Chester Terrace, Regent's Park, was designed by John Nash 136 years ago. Its frontage is to be preserved under a scheme for renovating and modernising its forty-two houses. Recently used as offices, their interiors are to be rebuilt as modern homes but their exteriors will be retained and the frontage rebuilt in its original form where it is necessary to fill gaps caused by bomb damage. Extra storeys added to Nash's work in some of the houses will be removed. The whole of the terrace will be repainted and the balustrading will be renewed. Holland & Hannen and Cubitts (Great Britain) Ltd. are the main contractors. They will also be responsible for the construction of forty-four new houses, a block of small flats and ten shops in the mews behind. Chester Terrace is the first of the Regent's Park Terraces to be developed privately and follows the Crown Estates Commissioner's plans to preserve terraces designed by John Nash and Decimus Burton

A REGENCY TERRACE TO BE PRESERVED IN LONDON

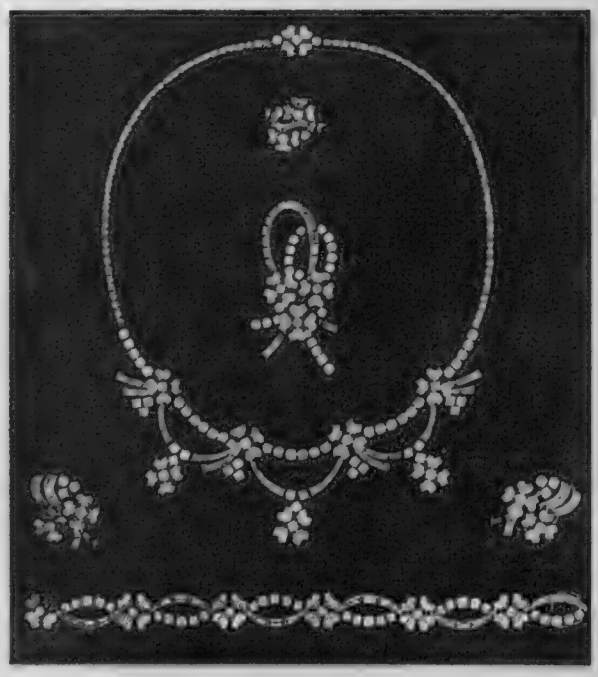
At the R.A.F. Station at Lyneham, in Wiltshire, the Duchess of Gloucester, Air Chief Commandant, Women's Royal Air Force, is with Air Marshal Sir Denis Barnett, A.O.C.-in-C., R.A.F. Transport Command. The Duchess of Gloucester visited Transport Command's main base in Britain last week

THE DUCHESS OF GLOUCESTER AT LYNEHAM

Far right: Captain C. R. K. Roe, of the survey ship H.M.S. *Vidal*, presents a plaque to the Mayor of Gillingham, Kent, Alderman E. W. Waters, at Chatham. The *Vidal*, the adopted ship of Gillingham, later went on trials in the English Channel before leaving for an extended tour of surveying duties throughout the Caribbean

THE LINK BETWEEN GILLINGHAM AND A SURVEY SHIP

A radical method of cutting diamonds was launched last week in London by Diamond Polishing Works Ltd. Known as the Princess-Cut, the method produces diamonds with a constant thickness of no more than 1.5 mm. and a serrated back. By this method there is more carat for carat of visible diamond and the stones can be cut into new shapes. **Right** is the first suite of Princess-Cut diamonds. The heart-shaped stones have a distinctive linear pattern. Specimens of the cut are on show at Garrard's Exhibition in London until October 28 and at the International Exhibition of Modern Jewellery at the Goldsmiths' Hall from October 26. **Far right:** Among the jewellery on show at Goldsmiths' Hall will be items from Brazil. Thirty-three countries are sending exhibits to the show, the first international exhibition of its kind



A NEW METHOD OF CUTTING DIAMONDS

JEWELLERY FROM BRAZIL IN LONDON

THE NEWS IN PICTURES

FINAL WORK ON AUSTRALIA'S NEW GIANT TELESCOPE

Situated at Parkes in New South Wales, 220 miles west of Sydney, the new Australian radio telescope is due to be finished by the end of October. The gigantic "dish" is 210 ft. in diameter and the tower is 39 ft. in diameter and 42 ft. high. Although the "dish" is smaller in diameter than that at Jodrell Bank, it is thought that the new telescope, with its highly advanced design, should achieve more far-reaching results. The reflective surface is made of 1,300 small mesh panels. The telescope was designed by the English firm of Freeman, Fox and Partners, London. It is being constructed for the Commonwealth Scientific Industrial Research Organisation. The cost is approximately £A800,000, shared between the Australian Government, the Carnegie Corporation, the Rockefeller Foundation and private contributions

LORD DE L'ISLE IN SYDNEY

The Governor-General of Australia, Lord de L'Isle, is welcomed on his ceremonial arrival at the Town Hall in Sydney by the Lord Mayor, Alderman H. Jensen. Crowds lines the streets to see Lord de L'Isle, accompanied by his wife and their daughter Catherine, on his first official visit to Sydney

THE NATO SECRETARY-GENERAL IN ITALY

Far right: A member of the Italian Presidential Guard salutes as President Gronchi (left) and the Secretary-General of Nato, Dr. Stikker, leave the Quirinale in Rome. Behind is the Italian Prime Minister, Signor Fanfani. Last week Dr. Stikker paid his first official visit to Italy since becoming Secretary-General. He succeeded M. Spaak last spring

A WELL-ARMED TRUJILLO

Armed with an automatic gun and a pistol, General Arismendi Trujillo awaits the arrival of Dr. Balaguer, the President of the Dominican Republic, at Trujillo Airport. President Balaguer was returning home after attending the United Nations in New York. General Arismendi Trujillo's brother was Generalissimo Raphael Trujillo, the dictator of the Dominican Republic who was assassinated five months ago

AGROUND OFF THE DANISH COAST

Far right: The Russian trawler *Klaipeda* is wrecked on the rocks off the Danish island of Christiansoe. The crew abandoned ship and took refuge on the rocks. They refused to be taken off by Danish vessels and were finally rescued by Russian salvage ships

THE NEWS IN PICTURES

THE CAPTAIN OF THE VICTORIOUS U.S. RYDER CUP TEAM WITH HIS PARTNER

J. Barber, the captain of the U.S. Ryder Cup team (left), and his partner, D. Finsterwald, examine the lie of the land before putting on the 13th green at Royal Lytham and St. Annes. In the foursomes they beat N. C. Coles and T. Haliburton by one hole. After the first day of the Ryder Cup, with the foursomes completed, the Americans led by six matches to two. The next day saw a magnificent fight back by the British team in the singles. At lunchtime, after the first series of eight singles, the score was 10—4, with two halved, but in the afternoon, the British team pulled the score back to end 13—8 with three halved. Many games went to the last green. (For members of the British Ryder Cup Team see also page 108)

TERCENTENARY OF THE QUEEN'S ROYAL SURREY REGIMENT

The Bishop of Guildford, Dr. Reindorp, blesses the monument which has been erected on Putney Heath to commemorate the Tercentenary of the Queen's Royal Surrey Regiment. The monument was unveiled last week by Lord Munster, Lord Lieutenant of Surrey (third from the left). The first parade of the regiment, then the Tangier Regiment of Foot, took place on Putney Heath in 1661

CEREMONY AT CHURCHILL COLLEGE

Far right: Lord Tedder, Chancellor of Cambridge University, lays the foundation-stone of Churchill College, Cambridge, watched by the architect, Mr. Richard Sheppard. The Chancellor deputised at the ceremony for Sir Winston Churchill, whose health had made the journey "inadvisable." Work on building the new college started some time ago. Churchill, which emphasises science, technology and post-graduate work, took in its first 76 undergraduates shortly before the ceremony

FIRST AIR TESTS OF AN ADVANCED BRITISH TURBOJET

An Avro Vulcan with Rolls-Royce Spey by-pass jet engines installed in its inboard nacelles takes-off from the Rolls-Royce test establishment at Hucknall, in Nottinghamshire, on the first test flight of the new engine. A very advanced by-pass turbojet, the Spey is specified for the next generation of British short-range jet airliners, the de Havilland Trident and B.A.C. One-Eleven. Work is also proceeding under a Ministry of Aviation contract on the military version of the Spey to power the Blackburn Buccaneer S2 strike aircraft. Rolls-Royce pioneered the development of the by-pass turbojet—the Conway version is in service on the big American jet airliners

LAOTIAN LEADERS AGREE ON A NEW PREMIER

After their meetings at Ban Hin Heup, in Laos, the three Princes are photographed together. From left they are the right-wing Prince Boun Oum; the neutralist Prince Souvanna Phouma; and the pro-Communist Prince Souvannouvong. It was announced that Prince Souvanna Phouma would lead a new coalition Government of Laos and that there would be sixteen Cabinet Ministers, eight neutralists and four each from Right and Left. But Prince Boun Oum opposed some of the neutralists named

NEWS SUMMARY

Agreement on the new U.N. Secretary-General; Parliament reassembles at Westminster; large-scale C.D. exercise in North America; Russian Communist Congress; assassination in Africa

INTERNATIONAL

In a television interview from **New York** last Sunday, Mr. Adlai Stevenson, the U.S. Chief Delegate to the United Nations, said that the U.S.A. and Russia had agreed that the new Secretary-General of the U.N. should be U Thant, of Burma. He was "acceptable to the Soviet Union and highly acceptable to the United States." Mr. Stevenson went on to say that the U.S.A. had made "a very considerable concession" in agreeing with the Russian proposal that there should be a "cabinet" of Under-Secretaries working under the Secretary-General. The next question was to decide on how many Under-Secretaries there should be. U Thant has been Burma's Chief Delegate to the U.N. since 1957. In recent weeks he has been widely tipped as a likely successor to Mr. Hammarskjold.

French misgivings were reported to be the cause of the cancellation of the meeting of seniors diplomatists from Britain, U.S.A., France and West Germany which was to be held in **London** next week to discuss Berlin. The objects of the talks was to have been to reach an agreed Western position in Berlin discussions with Russia. France apparently considered that such a meeting on Western agreement would be premature.

A report of an inquiry by three members of the International Commission of Jurists alleged that French paratroops executed and mutilated Tunisian prisoners during the fighting round **Bizerta** last July. The report was made by Mr. G. Gardiner, Q.C. (U.K.), Mr. Rolf Christopherson (Norway) and Professor Ermacora (Austria). In **Paris** the French Foreign Ministry repeated its denials of atrocities. It pointed out that the inquiry went to Bizerta at the invitation of the Tunisian Government, that the report was almost entirely based on Tunisian testimony, and that the French Government had not been informed of the commission's conclusions. After a closed meeting of the executive committee of the International Commission of Jurists in **Rome,** Lord Shawcross (U.K.) was among those who said that the French Government should have been given an opportunity to comment or reply.

GREAT BRITAIN

Parliament reassembled last Tuesday, the recess having been shortened by a week so that debates could take place on foreign affairs and Africa. On the Government Front Bench several ministers were appearing for the first time in their new positions, announced on the eve of the Conservative Conference. Among them Mr. Macleod was making his debut as Leader of the House. He had summed up his work at the Colonial Office to his Party's conference a week previously. The proceedings at Brighton had generally invigorated Ministers, especially the support given to Mr. Butler for his methods of dealing with crime and the high level reached in the debate on the Common Market. On the Opposition side, the Socialists had every reason to be satisfied with their conference at Blackpool. One of the first tasks of Labour M.P.s at the start of the session is to elect the Parliamentary Committee or "Shadow Cabinet."

NORTH AMERICA

For a twelve-hour period last weekend, all U.S. and Canadian civil aircraft were grounded while the air defences of North America were subjected to an elaborate test, called exercise Sky Shield II. It was believed that the break was the longest organised by man in the history of civil aviation. About 250 bombers of the U.S. Strategic Air Command and the British V-bomber force simulated attacks on U.S. bases and cities, which were defended by 2,000 fighters, missile batteries and radar and other tracking installations.

War games were not confined to North America. The British Rhine Army's autumn exercise, Spearpoint, ended last week. It was announced by the U.S. Army in Europe that it would undertake large-scale manoeuvres in West Germany from October 23 to 28. Emphasis in this exercise, in which over 30,000 troops will take part, will be on conventional fire-power. It coincides with the army manoeuvres of the Warsaw Pact countries in Czechoslovakia and East Germany.

THE SOVIET UNION

Delegates from all parts of Russia and guests from foreign Communist parties gathered in Moscow at the start of this week for the 22nd Congress of the Soviet Communist Party, beginning on Tuesday, October 17. China was represented by Mr. Chou En-lai, the Prime Minister of the Pekin Government. No representatives had been invited from Yugoslavia.

The proceedings were to open with what were expected to be marathon speeches from Mr. Khrushchev on Russian foreign and domestic policy. With regard to the latter the focal point would be the new Russian Communist Party programme, which was published last July and promises great material benefits to the Russian people in the next 20 years.

AFRICA

The Prime Minister of Urundi, Crown Prince Louis Rwangasore, was assassinated in **Usumbura,** the country's capital last week. He was leader of the Uprona party which last month won the Urundi elections. Both Urundi and its neighbouring territory Ruanda are under United Nations trusteeship administered by Belgium, and each are due to become independent next year.

In the neighbouring Congo, a cease-fire agreement was signed in **Elisabethville** by President Tshombe of Katanga and Mr. Mahmoud Khiari, the chief United Nations civil administrator in the Congo. Prisoners were to be exchanged, and the U.N. troops were to surrender the positions they had seized. In **Leopoldville** it was reported that Mr. Adoula, the Prime Minister of the Central Government, had expressed "deep apprehensions" about the agreement.

The Uganda constitutional conference in **London** ended last week with a promise of independence on October 9, 1962. There will be full internal self-government from March 1 next year, and elections will be held shortly afterwards. The main problem at the conference was the relationship between the rich province of Buganda and the rest of Uganda, hinging on how the Lukiko (the parliament of Buganda) was to be represented in the Central Government. It was agreed that in future 68 of the 100 members of the Lukiko would be elected, not nominated, and that the elected members would choose the central M.P.s.

Mr. Butler and Mr. Macleod during their addresses to the Conservative Conference in Brighton

TURKEY

About 13,000,000 Turks went to the polls last Sunday in the first general election since the military *coup d'état* in May 1960. Early indications from Ankara showed a close struggle between Mr. Inonu's Republican People's Party and the Justice Party. The latter is one of the three parties contending for the votes of supporters of the proscribed Democratic Party of Mr. Menderes, who was executed last month.

YEMEN

There were confused reports last week of the intentions of Imam Ahmad, the ruler of the independent kingdom which is formally part of the U.A.R. In a broadcast from **Sana,** the Imam called upon the nation to recognise his son, Emir Muhammad al-Badr, as its future leader. This followed apparently unsubstantiated rumours of his intended abdication. In March this year at **Hodeida,** the Imam was hit by four bullets in an attempted assassination. He made a remarkable recovery.

TRISTAN DA CUNHA

One of the most isolated communities in the world recently made front-page news when it was threatened with obliteration by the eruption of a long-extinct volcano. Tristan da Cunha, lying in the middle of the South Atlantic 1,600 miles from Cape Town, has been disturbed since August by earth tremors of increasing intensity and vast cracks, lava streams and sulphurous clouds appeared. Early last week Mr. Peter Wheeler, the Administrator of Tristan, sent a message to the British Naval H.Q. at Cape Town saying that he thought it essential to evacuate Tristan. He said that a "bubble of ground" had risen 30 ft. Accordingly, the whole population was evacuated by the fishing-boats *Tristania* and *Frances Repetto* to the uninhabited Nightingale Island, 18 miles from Tristan. Both the Dutch liner *Tjisadane* and the frigate H.M.S. *Leopard* were expected to come to their assistance.

Tristan has been a dependency of St. Helena, with an Administrator appointed by the Colonial Office. Settlers had been on the island since the early nineteenth century. Until recently they were extremely impoverished, but a crawfish canning scheme launched by the Tristan da Cunha Development Company ten years ago improved their position.

A general view of the island of Tristan da Cunha. The mountain peak rises 6,700 ft. out of the South Atlantic

Islanders confer at one of their council meetings. These were usually held in the open air

Mr. P. Wheeler, the Administrator of the island

H.M.S. *Leopard* under way. The frigate was sent from Simonstown to aid the islanders

The crawfish canning factory which was set up ten years ago

The inhabitants lived in stone and thatch cottages in the only village. This was called Edinburgh, after the former Duke who visited the island in 1867

On a calm day a long-boat is launched from one of the island's beaches

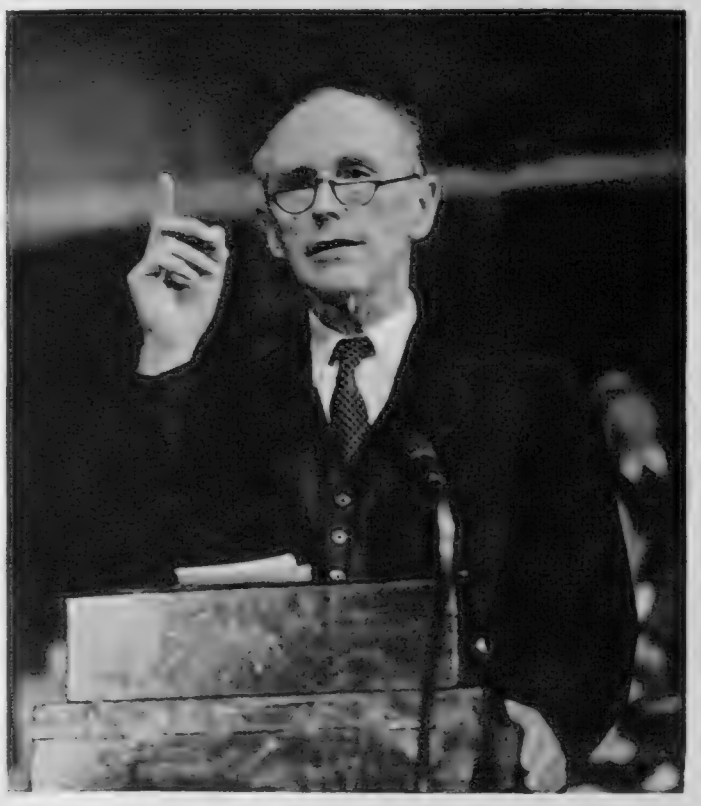
JOHN CONNELL

FACING THE FACTS ON BERLIN

During recent months I have shared with many friends and readers of *The Sphere* a profound uneasiness about this country, about the quality of its contemporary leadership and about its future. This has not been a party matter, but it has been an accumulation of disillusionments, and a bleak sense, not dissimilar from that which afflicted my generation in 1937-1938 and thereabouts, that the sky is darkening with chickens coming home to roost. Once more, as in like circumstances all those years ago, I have been aware of grim suspicions that our political leaders have neither desired nor been able to tell the truth on any major important subject.

A single Minister—other than the Prime Minister—in a single speech cannot wipe away all the suspicion and all the disillusion. But it has seemed to me that in the recent utterances of the Secretary of State for Foreign Affairs, there have been grounds for modest hope—hope that we shall not flounder for ever in an ocean of trivial and evasive cotton wool, that there is honour and there is moral courage among a few statesmen still, and that—whether we live or die, whether we struggle on in the bleak twilight of a perpetual cold war, or whether we are snuffed out in a vast, thermonuclear holocaust—someone among our leaders believes it worth while to treat us as grown-up men and women, and to tell us, even if very briefly, the truth.

We are nothing if we cannot stand the truth, however stark it is. It is no good—and surely this was the principal lesson to be learned from the squalors and miseries of the latter half of the 1930s—trying to blinker us against the dark to which we may be driven, or the light which we may achieve. That England—yes, I am a Scot, but I have a hankering, from time to time, to be able to use this word instead of the clumsy vulgarism on which petty-minded compatriots of mine are apt to insist—cannot much longer dawdle on in the muddle and the apathy and the self-centredness, which have been the national mood for the past year or two, has become lately more and more obvious; and the first most important propellant to get us out of this mood has to be the truth. But until the middle of last week no Government spokesman seemed to be capable of recognising and proclaiming the truth. All our elected leaders appeared content to utter, on matters that are of life and death to every human being in these islands, only an endless string of boring and meaningless platitudes. Then suddenly at Brighton, last Wednesday, the Earl of Home told the truth on—of all occasions—the first morning of the Conservative Party Conference. To read his speech, and to hear broadcast extracts from it, almost made me wish that I had been there; and that, from me, is a tribute to the Foreign Secretary as unsolicited as it is unexpected.



"To wreck or to save"—Lord Home speaks at Brighton.

When I contemplate the amount of vague, impressionistic wuffle that has been talked about the Berlin crisis ever since it began, I confess that it was suddenly and briskly refreshing to hear that calm, well-modulated, Etonian voice, saying that there will be a fight if Russia interferes with access to West Berlin; that if the Russian demands in respect of the city are pressed, in the terms in which they have so far been formulated, there can be a head-on collision (a good phrase which Lord Home had, of set purpose, used earlier in New York); and that if there is a fight "no one can say that it will not end in the ultimate disaster of the nuclear exchange."

"I think," said Lord Home, "that we succeeded in convincing Mr. Gromyko that that situation must not be allowed to arise."

The "or else" to which I referred a fortnight ago could not have been (on the Western side) more clearly and unequivocally stated. Is Mr. Gromyko—or is Mr. Khrushchev—at last convinced that we in the West mean what we say? It is difficult for me or any other Western commentator to state with much hope of accuracy the real effect of Mr. Gromyko's talks in the U.S.A. and in London on either of these shrewd, tough negotiators; but I know that, were I any longer capable of being frightened by the threat of nuclear war (I abandoned fear on the bridge in St. James's Park on Thursday, November 1, 1956, at the height of the Suez crisis), I should myself be considerably scared—not by the Russians' military strength, but by our own Western weakness.

I should also, were I in any position of responsibility in the Soviet Union, ponder seriously on the consequences of a continued policy of bluff, blackmail and brinkmanship; and I should wonder whether in the end there is not too high a price to pay for striving to obtain a warlike victory by the threat and the intended avoidance of a war. It is, therefore, essential to reflect on Lord Home's basic proposition to Mr. Gromyko and to the massed ranks of the Tory Party: "No one can say that a fight will not end in the ultimate disaster of the nuclear exchange."

Courageous as that warning was, it would have been in my opinion even more forthright if it had been phrased in the positive instead of in the courtly double negative. The truth is—and Lord Home knows it perfectly well, as (I suspect) does President Kennedy; and their joint task has been to persuade Mr. Gromyko, and through him Mr. Khrushchev, to acknowledge that it is the truth—that there can and will be no limited war over Berlin, limited in the sense that only "conventional" weapons or tactical atomic weapons will be used, and that the big, thermonuclear bombs will be held, unused, in the lockers on both sides.

If that were not a futile fancy, we in the West would be laying ourselves open to a major (though non-atomic) military defeat before we mobilised. Basil Liddell Hart, in one of his sapient, if disturbing, analyses of the current situation, has prophesied a probable course of events if it comes to a fight over West Berlin.

First, the Russians and their East German satellites enjoy such a strategically advantageous situation that, if they want to make Western access to the city impossible, all they need do is to sit tight and create a stranglehold on both the civilian population and the Allied garrison.

Second, therefore, the Western Powers, unless they either accept this stranglehold or retreat, evacuating as many of the population as will want or be able to come with them, and thereby concede total victory to the Communists, will have to try to force open the routes to the city. For this attempt the West can muster nominally twenty-two standing divisions; but of these, only five American divisions are maintained at full readiness for action. They are in the south, mainly in Bavaria; and the administrative, or logistical, problems of switching them to the north, facing Berlin, are (as Liddell Hart has pointed out) pretty formidable. In the north are our seven British brigade groups—the equivalent of three divisions. The West Germans now have seven divisions, far less fully trained and equipped; the other Allied contingents—French, Belgian and Dutch—are even further from full preparedness.

The Russians have twenty divisions in Eastern Germany, all armoured or mechanised, with a total of more than 6,000 tanks at their disposal. The East Germans have at least seven divisions and nearly 1,000 tanks. The sums to be worked out, in respect not only of logistics but of tactical dispositions, are neither difficult nor consoling; and they point back to the one basic conclusion, which I have already stated, that any fight is bound to involve the use of nuclear weapons; and such use cannot stop at the supposedly "tactical" ground-to-ground missile. Either side is certain, at an early stage, to resort to the big, strategic long-range missile; and the other side is as certain to attempt instantaneous retaliation in kind. It is futile, as a distinguished Air Marshal remarked several years ago at a high-level conference, to attempt to plan anything beyond the first six hours of another war.

Therefore there must be a negotiated settlement. For, as Lord Home told the Conservative Conference last week, if we survive, the second half of this eventful year of 1961 may come to be regarded as a climactic period for the world. "It lies within our power," he said, "to wreck Europe or to save it. It lies within our power to blow ourselves to pieces or to disarm. It lies within our power to wreck UNO or to make it work." We are not helpless pawns of fate; we can reason and we have the power of choice. Well said, Lord Home, well said. We can only pray that we are given the power to choose aright, not for ourselves, but for all mankind as far ahead in time as we have the courage and the faith to look.

The Shah of Persia and Queen Farah and President and Madame de Gaulle talk with officials at Orly Airport at the start of the Persian ruler's State visit to France

STATE VISITS IN TWO CAPITALS

Paris last week welcomed the Shah of Persia and Queen Farah for a three-day State visit. The engagements arranged for the visitors included the opening by the Shah of an exhibition of Persian art. The Shah also had private talks with President de Gaulle.

On the other side of the globe, Indonesia was the scene of a State visit by the President of Poland, Dr. Aleksander Zawadzki. There were both gay and grave occasions. At a garden party in his Summer Palace, President Sukarno showed his guests how to enjoy Indonesian food and led them in dancing. Later at a solemn ceremony he decorated President Zawadzki with Indonesia's highest honour, the Indonesia Star, first class.

President Sukarno of Indonesia shows President Zawadzki of Poland (left) how to eat a national dish at a garden party in Jakarta. Madame Sukarno sits between them

An exterior view of the Grosvenor Chapel in South Audley Street, London, which has recently been redecorated. **Right:** an interior view of the Chapel

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

BLACKPOOL TO BRIGHTON. Certainly the planners of Blackpool passed to the planners of Brighton a great deal to answer, and to answer for. The Socialist re-united front was in very militant mood and (with good reason) extremely confident. For my part, I feel more confidence in their next election progress than in the new-old remedies which will avert final disaster to the Ship of State when, and if, Labour rules again—in time. I reject the belief that if Labour had ruled these last ten years, we should now be internationally, or morally, in less ugly plight. To the planners at Brighton I send again the customary wishes for a right judgment in all things, and some salubrious breezes on the South Coast front. If I were one of their advisers, I should be very selective and terse in my advice: *Above all* (I should say) *pay more attention to your public relations.* Reduce by a little the *hubris* induced at the top by 10 years of undisputed power, and take your supporters and wobblers a little more into your confidence. For all too long, these hungry sheep looked up and were not fed. Your Cabinet and Ministers have really played it a little too cool, and you have not given adequate weight to the real anxieties of your followers in Parliament and the country. After all, we are not all fussy and nervous old women if we are a little anxious about nuclear matters or what may come of the dispute over Berlin; or, indeed, if the crime wave, so long and patiently handled by the Home Secretary (with no alleviation to be remarked), gives cause to quite a number of reasonable citizens to fear for their lives, their children and their property. I should re-iterate to Mr. Macmillan, Mr. Lloyd and Mr. Butler, in particular: Don't disregard public relations. Show a little more understanding and sympathy towards our frailties. I don't say that power has corrupted you, but it has certainly induced in you an unjustified confidence in your staying-powers. In politics, as in all else, pride comes before a fall, and sometimes unexpectedly quickly. Perhaps the Cabinet duplications and switches have been designed to forestall the criticisms of an Old Stager and the chances of a too sudden reaction.

EARL OF SNOWDON. On the assumption that " it would never do " in a democracy like ours that " a baby, fifth in succession, to the Throne," should be born without a title of some kind (in a democracy increasingly spangled and complicated with titles), I, too, rather regret that this " danger " was not averted by the bestowal of an hereditary peerage on Princess Margaret. But it was decided otherwise; recommended by the Premier (a very generous recruiting-sergeant of the House of Lords) " in the constitutional way " and acceded to by Her Majesty. I suppose the number of Britons who still regard the House of Lords, as at present constituted, as an essential part of our Constitution is fewer than it was; and that minority may deplore the decision to promote to it a young man of promise who still has his spurs to win in other fields than parenthood. On the other hand, there may be at least 200 hereditary peers entitled, if they wish, to take part in legislation, with much less claim to wisdom and right judgment than the new Lord Snowdon, who will certainly never intervene in political matters and in due course may play a useful rôle in matters within his province and experience. He could not but accept the gracious offer. Stars and other decorations will follow as he wins his way up the ladder, and soon enough he will cease to figure as the only crow among the birds of paradise which comprise the Court Circle on ceremonial occasions. The great majority of " democratic " Britain will rejoice and be glad that one more earldom has been established and a regrettable situation avoided. Undoubtedly, the logical tenets of democracy are easier to practise in a Republic than in a popular and picturesque Monarchy, whose pageantry and protocol our people still demand and enjoy; and even the Socialists, at their most militant, dismiss the hereditary system as a danger that needs no more than a caution. I expect that

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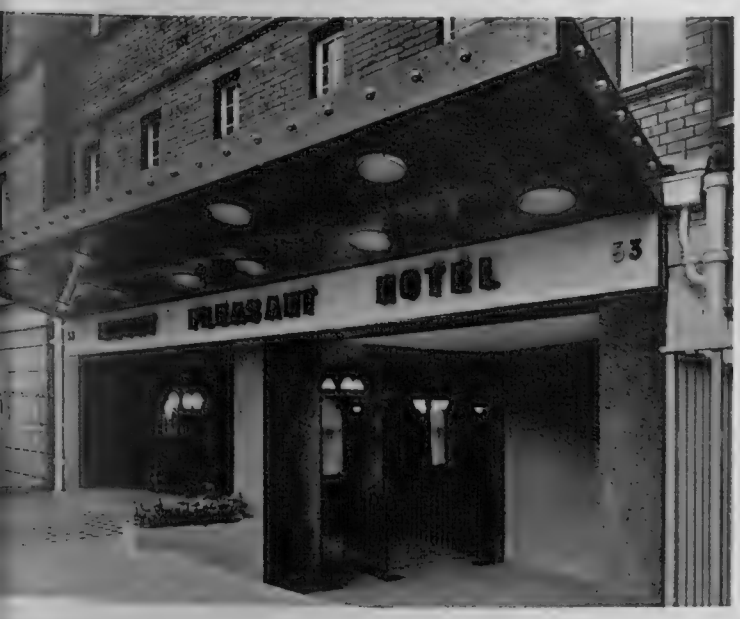
Prince Andrew and Princess Anne leave King's Cross Station by car on their return to London after their Balmoral holiday

it can confidently look forward to a few more years of life.

MRS. KHRUSHCHEV AND THE BOMB. There is always comfort to be gained from a friendly meeting between Britons and Russians, and Mrs. K. was charming and grandmotherly to the peace-marchers. I don't suppose that if her husband had presided over the samovar, the answers they received would have been much more instructive and informed. Clearly Mrs. K. does not concern herself with high politics or seek to probe top-secrets. Yet, if I had been there, in default of a better victim, I should have put to her several supplementary questions which puzzle me. Such as: What vital information is derived from these tests and is the knowledge gained put to peaceful or warlike uses, or both? How much money does each test cost? It is said that they are frightfully expensive and that the nations which can afford them are ruining themselves in these unsocial activities. The eighteen tests lately carried out by Russia must have greatly reduced the most bulging national purse and lost the Russian nation a handsome sum in welfare benefits. One thing of importance Mrs. K. knew and revealed. The Russians build no bomb or fall-out shelters. They are not interested in Civil Defence. They know that nuclear war will destroy the whole world. So what, so why? I like to conclude that these tests are Russia's answer to the C.D. problem—a coming mass emigration from the poisonous Earth to the Moon or Venus where men can live in security and women can hope to become great-grand-mothers. Such a project might almost justify those tests.



The main entrance of the new Mount Pleasant Hotel in Clerkenwell, London. This was formerly a Rowton House. It has been converted at a cost of nearly £300,000 by Holland & Hannen and Cubitts (Great Britain) Limited. It now contains over 420 well-appointed bedrooms

UNEXPECTED HARVESTS. Not always is the good that men do " interred with their bones." The copyrights of deceased authors no doubt often yield a disappointing harvest to their heirs but the posthumous harvests from the works of such perennial best-sellers as Dickens and Byron and even Tennyson must have greatly helped their families and publishers to keep the wolf from the door. It is said that Bernard Shaw has earned in royalties in the decade after his death something like a million pounds already. The bulk of it, no doubt, has come, or will come, from *My Fair Lady's* phenomenal success, and whether Shaw alive would have favoured that version of his play, or rejected it, his royalties are not in doubt, and this unforeseen posthumous harvest is benefiting three good causes near to his heart, R.A.D.A., the British Museum and Ireland's National Gallery. The Public Trustee is responsible for the administration of his estate, his estate duties are paid up and all that comes henceforth from his authorship is net gain to his beneficiaries. Even the Alphabet may come a little nearer to reform. Shaw cannot be called an anonymous benefactor of learning and culture, but to some extent he is an unconscious one (unlike Mr. Maugham). But there was nothing unconscious, although in every way anonymous, in two extraordinary gifts to colleges of London University recently —two gifts of a quarter-million pounds, the one for a hall of residence for University College, the other to the London School of Economics. Considering the times we live in, the names of these donors deserve the news-value of the name of Shaw.

" THOSE IN AUTHORITY." The Primate might be well-advised to set aside a day of national prayer for " those in authority." We pray regularly that they may acquire a right judgment in all things and I suppose sometimes our prayers are answered. But it seems to me today that we must ask Heaven to endue them with super-human powers of endurance, patience, strength and tact, no less than right judgment, if they are to ride out the present typhoon of indiscipline and revolt in the hearts of mankind all over the world. What an optimist, with heart of triple bronze, must be that man who in 1961 aspires to exercise or continues to exercise (as best he can) authority over even one fellow man. (He cannot without expert help understand how to pay him his wages and Welfare dues, even if he is lucky enough to employ a rarity who does not revolt.) But for the man in authority over fifty children, or 5,000 factory workers, or a nation of 50,000,000, how strong must be the temptation to let go the cash and the credit (if any) and retire to comparative peace in a hermit's cave. But still men are found to teach in schools, to direct industries and aspire to ministerial office, and, even in Britain, there are more deep shelters than hermit's cells. So perhaps we can spare " those in authority " our prayers. They may be tougher than we suppose and are riding out the storm in hope of calmer conditions. For even the fiercest typhoons blow themselves out at last, though this global surge of insurrection is certainly a daisy.

THE OLD STAGER

Lodovico (Tony Church) learns all is not well between Desdemona (Dorothy Tutin) and Othello (John Gielgud)

Emilia (Peggy Ashcroft) comforts Desdemona

Iago (Ian Bannen) in a moment of triumph

ENTERTAINMENT

OTHELLO

at the Royal Shakespeare Theatre, Stratford-upon-Avon

One of La Rochefoucauld's handy dictums is "In jealousy there is more self-love than love." The character of Othello is seen by modern critics as a case in point. This marks a shift in emphasis from Bradley's turn-of-the-century view that Othello is "quite unlike the essentially jealous man." To see that Othello is a more complex, more faulty man than simple, noble Moor is to emphasise the role of Iago, the vengeful cynic and demon plotter. There is a wide distinction in their worth, but both are ruled by egoistic passion. In Franco Zeffirelli's eagerly awaited production, Sir John Gielgud's Othello is less than burly in stature, Ian Bannen's Iago a subtly psychopathic villain. The tormented passion of the plot is given rich and solidly realistic settings and costumes based on the Venetian magnificence of Tintoretto and Veronese. A hall-mark of the Italian director's work in Britain, which has aroused great enthusiasm at the Old Vic and Covent Garden, is his desire to present a wholly-delineated world. Given the facilities of the Royal Shakespeare Theatre and a magnificent cast, his Othello could hardly fail to become something of an event.

Desdemona professes her love for Othello before the Senators and (left), the Duke of Venice (Colin Blakely)

Iago dupes Cassio (Brian Murray) in the armoury

The "Great Captain" Othello is welcomed by Desdemona on his arrival at the port of Cyprus

Specially photographed by Houston Rogers

The maddened Othello torments Desdemona

Desdemona in her nightgown is helped to prepare for bed by Emilia

THE VOICE OF THE COMMON

CANADA

The High Commissioner in the U.K. speaks to the Chamber of Shipping

The Hon. George A. Drew, the Canadian High Commissioner in the United Kingdom, speaking at the annual dinner of the Chamber of Shipping of the United Kingdom in Grosvenor House, London, said that shipping had always bound Britain and Canada in friendship and commerce. He mentioned the history of this maritime association written by Stephen Leacock, the great Canadian historian and humorist. In this Leacock had written that in the eighteenth century " England became not only the workshop of the world, but also the world's bank, the world's policeman and the world's transport agency. With this went the comfortable feeling that this was just as it should be and was destined to last for ever." That this happy state had not lasted for ever should be no source of discouragement today, the High Commissioner added. There should rather be a feeling of pride that through the transport facilities provided by British shipping a world-wide Commonwealth of free nations had come together in voluntary partnership, and trade had been extended to every corner of the world.

Mr. Drew could not allow the myth that British trade with the Commonwealth was diminishing. The facts spoke eloquently for themselves, he said. In 1950, Britain had sold goods to the Commonwealth to the value of £1,054,302,581. In 1960, those sales had reached £1,499,078,035. This satisfactory increase was continuing. For the first eight months of this year sales to the Commonwealth had totalled £1,016,000,000 compared with £996,000,000 during the same period in 1960 and £918,000,000 in 1959. He added another comparison which he said was not without significance. Last year's sales to the Commonwealth had been nearly £500,000,000 above the total for all exports from Britain to every country in Europe this side of the Iron Curtain. He suggested that these figures offered conclusive evidence that the assurance of expanding Commonwealth trade " means much more to all of us than sentiment alone."

The High Commissioner concluded with a piece of advice that he would like to impress on every young man and woman throughout the Commonwealth. This was: " Don't sell the Commonwealth short."

A model of the new City Hall to be built in Toronto by Anglin-Norcross Ontario Limited, whose parent company (Anglin-Norcross Corporation Limited) are associated with Holland & Hannen and Cubitts Limited. The hall, which is to cost £63,250,000, is designed by Viljo Rewell, a Finnish architect

INDIA

Integration through education is emphasized by the National Conference

The National Integration conference ended its four-day session in New Delhi recently after unanimously adopting a statement which laid emphasis on bringing about integration through education, and on a code of conduct for political parties.

Winding up the proceedings, Prime Minister Nehru said the conference was a unique gathering not only in its composition but in its general approach to problems. It had shown that the invitees, in spite of differences, could work together for a common purpose. This would create a better atmosphere in solving problems. Behind its decisions, said Mr. Nehru, was a manifestation of faith in the ability of people to get over difficulties. He repeated that the conference was not called because of any grave or imminent danger. " Politically and otherwise," he said, " the Republic of India stands on a firm foundation, and in spite of its failings and weaknesses is marching ahead."

The statement approved by the conference suggested measures to control and counter evils of communalism, casteism, regionalism and linguism. It called upon political parties to try to implement a code of conduct and to evolve a machinery of mutual conciliation and consultation.

The Council for National Integration, which has been set up, has been asked to consider evolving machinery to examine and redress grievances of minorities. It will also consider the question of fasts for political and other purposes. In addition, it will evolve codes of conduct for people in general, students and the Press, and also the code to be observed during the coming General Elections.

The conference welcomed the suggestion to launch a mass campaign for a pledge to be signed by every adult to affirm his faith in the universal principles of civilised society to settle disputes by peaceful means. The pledge would include a resolve to abstain from resort to violence in disputes with fellow citizens.

The statement adds: " Education provides the most important means of achieving national integration. It should be re-orientated and re-organised to foster national feeling, a sense of belonging and make youth good citizens. Stress should be laid on inculcating the sense of India-ness through proper teaching of history, in particular bringing out the richness of our composite culture, explaining the present, and projecting the vision of a glorious future. In all schools the day's work should begin with community singing of the National Anthem."

The statement says that colleges and universities should encourage deserving students from other states to study in them and special facilities for admission and scholarships might be provided. Early steps should be taken in Hindi-speaking areas to teach another modern language of the south, in order to implement the three-language formula. Study of English and Hindi should begin at an early stage.

Effective steps should be taken to provide instruction to linguistic minorities in their mother tongue at the primary stage. But in the case of secondary education, this could not be fully applied: instruction will be in the regional language or, where certain circumstances prevail, in any other language mentioned in the Constitution or in English.

" It was recognised that Hindi must develop ultimately as the link for inter-state communication, but until it evolves sufficiently to include all modern concepts, English will continue to serve the purpose. Study of English is important from the point of view of international communication and growth of modern knowledge generally, and more specially in science, industry and technology."

About the medium for university education, the general view was that regional languages are bound to replace English as soon as necessary preparations for the change-over were acceptable to the academic world. In such an arrangement the need for a link in the shape of a language understood all over the country must ultimately be provided by Hindi.

The statement also underlined the role of economic development of various regions, especially backward ones, in the national integration.

WEALTH

GHANA

President Nkrumah sets up State Commissions for Planning and Control

Recent political activities in Ghana have been receiving more publicity than events in other fields, some of which have much more bearing on the future of the country. For instance, among decisions taken recently in the interest of the economic development of the country is the establishment of two State Commissions—the State Planning Commission and the State Control Commission. These Commissions, which are to be endowed with wide powers and to be invested with statutory authority, are to ensure proper planning, co-ordination and control in all activities of the Government.

A statement announcing the establishment of the Commissions said that the experience of the last four years since independence had shown that the machinery of Government, inherited from the colonial era, had proved inadequate to serve the needs of an independent country with a rapidly expanding economy.

The State Planning Commission will be under the chairmanship of the President with Mr. A. E. A. Ofori-Atta, Minister of Justice, as Vice-Chairman, and will have the following functions: it will be responsible for examining and evaluating all existing development projects in accordance with a system of priorities laid down by it; it will direct and supervise the formulation of a new comprehensive economic plan; and it will recommend, pending the adoption of the new comprehensive plan, such new projects as it considers urgent.

The members of this Commission are Mr. Mark Amoako-Atta, Deputy Governor of the Bank of Ghana; Mr. K. K. Apeadu, Principal Secretary, Ministry of Light and Heavy Industries; Mr. J. H. Mensah, an economist working in the present Economic Planning Secretariat; Mr. R. E. N. Omaboe, the Government Statistician; with Mr. J. H. Mensah acting as Executive Secretary.

The Commission will be serviced by the State Planning Secretariat, which will henceforth take over the functions of the existing Economic Planning Secretariat and the Development Secretariat.

The State Control Commission will also be under the chairmanship of the President, with Mr. Tawia Adamafio, Minister of Information, as Vice-Chairman. The following will be its functions: to keep under constant review the financial position of the State and the general economic position of the country; to recommend, in the light of the above, necessary adjustments in expenditure and taxation; and to keep under constant review the organisation of the State administration, including public boards and corporations with the view of achieving the utmost economy in expenditure and in the use of scarce administrative and professional man-power in the most expeditious manner.

The members are Mr. A. K. Kwateng, Principal Secretary, Ministry of Finance and Trade (Finance); Mr. H. Millar-Craig, Secretary of the present Economic Planning Secretariat; Mr. H. P. Nelson, Principal Secretary, Ministry of Finance and Trade (Trade); Mr. J. V. L. Phillips, Principal Secretary, Budget Bureau.

This Commission will be served by the Budget Secretariat, which will also take over the functions of the Progress Section of the Development Secretariat. Any project involving new Government expenditure will be approved by the State Control Commission before it is presented for the consideration of the Cabinet.

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

African students from the Royal National Orthopaedic Hospital in Stanmore, Middlesex, play musical instruments in an exhibition of African products at the Chandos Gallery in Stanmore. The exhibition includes work of the Lozi tribesmen who inhabit the upper reaches of the river Zambesi in Barotseland in Northern Rhodesia

Standing on each side of Archbishop Makarios, the President of Cyprus, are Mr. Samuel Akintola, the Prime Minister of Western Nigeria, and his wife. Mr. Akintola was on a visit to Cyprus with his Finance Minister to discuss the development of trade between the two countries. His visit lasted three days. From Cyprus he went to Israel

Left: Miss Jean Fraser of Madame Tussaud's workshop in London trims the beard on the head of the wax effigy of Archbishop Makarios which is to stand in the waxworks

50 YEARS OF BUSINESS

The staff were ready to demonstrate carbon paper and other aids of the latest type at the fourth Business Exhibition, held at Olympia in London in 1910

In 1910, the Postmaster-General announced the first Telewriter exchange to be set up in London. It enabled hand-written messages to be transmitted over a telegraph wire and reproduced at the other end. For the Edwardian businessman, in his dark suit, bowler hat and stiff collar, the thrills of the technological revolution were at hand. The formal writing of contracts and ledgers was challenged by the typewriter. And offices were equipped with machines as well as clerks. In 1907 *The Organiser* magazine promoted the first Business Exhibition at Olympia, opened in 1886 as the National Agricultural Hall. These exhibitions were held annually until 1910, when they stopped until after the First World War, and then returned in 1922.

The photographs of the 1910 exhibition came to light by chance this summer at a firm which supplied the electrical fittings to that show. They reveal a world different from today which yet has similarities. The stands are more dignified—that for *The Times* had potted palms—but they sell many of the same kind of things. There were typewriters, adding machines, ledgers and dictaphones. Today we have computers and transistors. A gay note was added in those years by the bands playing every evening, and the competitions for shorthand typists and adding machine operators.

At the 1961 show—a stand displaying advanced intercommunication systems

Edwardian business people were eager to visit the Comptometer stand of the firm of Felt and Tarrant

Even in 1910, letter duplication was a problem. On their stand the Facsimile Letter Printing Company "showed the various ways of utilising imitation Typewritten Letters in the promotion of business"

Olympia in 1910 was elaborately decorated. Prominent among the stands was that of *The Graphic*, the magazine later incorporated in *The Sphere*

The same hall in 1961, in its light blue skeletal décor for the 1961 Business Efficiency Exhibition. Constructed in decorative ironwork and glass, the hall itself is a reminder of Victorian affluence

BRIAN VESEY-FITZGERALD

UP THE DART TO TOTNES

Totnes stands at the head of the estuary, at the highest navigable point, of the River Dart. There can be no doubt about it: in summer by far the best way of getting to Totnes is by boat from Dartmouth. No other town in England can boast so beautiful an approach as that provided by the twisting, steeply-wooded, ten-mile voyage up-river.

Like many another medieval town situated at the head of an estuary, Totnes once acted as port to its sister-town at the mouth of the river. Ships could lie here in comparative safety from the lightning descent of raiders: the town was far enough upstream to allow its defenders time to prepare once the Dartmouth beacons had given warning. So Totnes, from the very beginning, was a fortified place and necessarily a more important town than Dartmouth: the lords of Totnes held Dartmouth in fee until well into the fourteenth century. There was a mint here in Anglo-Saxon times, and in the Domesday Survey it is recorded as having, with the exception of Exeter, the largest population of any Devon borough. Its charter dates from 1205, and the Mayor claims precedence over the Lord Mayor of London.

According to Geoffrey of Monmouth its history goes much further back; for it was here, he says, that the founder of the British race first set foot in Britain. This was Brutus the Trojan who, according to the legend, was the great-grandson of Aeneas. After the fall of Troy he went to Italy, where Brutus was born. The boy's mother died in giving him birth and later, while hunting deer, he accidentally shot his father dead with an arrow; thereby fulfilling the prophecy of a soothsayer (made before he was born) that he would kill both his parents. The local authorities, however, seem to have had some doubts about the accidental nature of the arrow incident, for they promptly banished him from Italy. After many wanderings and adventures he finally stepped ashore in England, saying as he did so:

> Here I stand and here I rest
> And this place shall be called Totnes.

Well, anyway, he spoke good English!

I do not think that anybody in Totnes believes a word of that, but the fable of Brutus is still honoured in Totnes today. On the accession of each new sovereign the Mayor, in full regalia, ceremoniously reads the Royal Proclamation from the Brutus Stone, an undistinguished-looking lump of granite, now level with the pavement but formerly standing some 18 ins. above it, in Fore Street.

"A little town hanging from east to west on the side of a hill," was Camden's description of Totnes. That description fits well enough today. Totnes is a little town of one steep street, with a few narrow lanes leading off to left and right. From the solid stone bridge (built by Fowler, who designed Covent Garden) spanning the Dart, the main street climbs steeply westwards, passing under the battlemented fifteenth-century (but much-restored) East Gate.

The buildings on this street are a fascinating medley of styles and periods: some are slate-hung, others are Tudor with pointed eaves and projecting upper stories, and others Georgian with pleasant bow-windows. Some of the Tudor houses have wonderful panelled rooms with plastered ceilings. The East Gate (locally known as the Arch) originally had two arched openings, a "needle's eye" which was wide enough only to admit people in single file and a main opening large enough for carriages to pass through. Now there is a single archway with above it a bow-windowed room and a battlemented parapet. The room has a coloured carved frieze, carved heads of Henry VIII and Anne Boleyn over the chimney-piece, and some very good linenfold panelling.

The old town lay to the west of this gate, and here are the church, the Guildhall and the colonnaded Butter-walk. The fifteenth-century church is magnificent; a most unusual contrast of red and white, red sandstone with niches and statues of white freestone. The interior was restored by Sir Gilbert Scott towards the end of the last century, and we all know what that means; but there is still the wonderful fifteenth-century stone screen and the stone pulpit of the same date. The Guildhall is part sixteenth-century (the doorway has a very fine Tudor arch) and part almost everything else. The granite pillars, for example, were brought from Church Walk during the last century. One gets a bit bemused by the assortment and clash of styles. But the inside, especially the Council Chamber, is worth long and leisurely inspection.

The Butter-walk, a mere fragment of the original, is a sort of pillared arcade, a covered walk something in the manner of the famous Rows in Chester, except that it is not raised above the pavement to form a gallery. Here "hose of fine Totnes" was sold in the days when Totnes was one of the chief clothing markets in the west. I think it a great pity that so much of the Butter-walk was pulled down (because it obscured one view of the church), for these rare covered walks lend great character to a town.

However, Totnes remains a town of great character, and it includes a quite masterly example of modern building, no more than three years old, which is itself a testimonial to the character of its leading citizens. This is the Civic Hall, the floor of which forms an arcade, in the manner of the Butter-walk, over part of the market-place. Here is a mid-twentieth-century building, completely contemporary in style: but if you have ever thought (as I have often done) that it is impossible to fit a mid-twentieth-century architect's dream-child into the setting of an old town without ruining the whole effect, then go and have a look at Totnes Civic Hall. It will make you wonder why this sort of thing cannot be done more often.

Though he did find in it more gentlemen than tradesmen of note, evidently it was a place to retire to even then, Defoe was impressed with Totnes and especially by its cheapness—"this excessive plenty of good fish and other provisions being likewise cheap in proportion." H. V. Morton was also impressed with Totnes: "I sometimes think that it would be good to retire some day to a town like Totnes . . . supremely itself . . . the very centre of its own world, and a good example of the English country town that has retired on gilt-edged stock."

I, too, was immensely impressed with Totnes. But we all know what has happened to Consols and to War Loan. You do not retire on gilt-edged stock nowadays.

The Butter-walk gives character to the main street of Totnes. **Below:** A general view of the town, which lies on the southern edge of Dartmoor

The Assembly Hall of the new Haberdashers' Aske's School, near Elstree, in Hertfordshire

The Master of the Worshipful Company of Haberdashers, Mr. E. T. W. Dodd talks with other members of the Company

HABERDASHERS' ASKE'S

Photographs by Henry Grant

Over a thousand boys have moved to the modern buildings erected round a seventeenth-century hall, Aldenham House, which form the new Haberdashers' Aske's School. Most of them are day-boys, coming from places as far apart as London, Bedford, and Luton, but there is provision for about 100 boarders. Last week, Sir Bernard Waley-Cohen, the Lord Mayor of London, officially opened the new school, built at a cost of £500,000. Aldenham House is set in 61 acres of land. During the nineteenth century it was the country home of Henry Gibbs, M.P. for the City of London, who became the first Lord Aldenham. The grounds include the ornamental gardens by Vicary Gibbs, his son, who was an authority on the world's flowering shrubs. In contrast to the house itself are the new school buildings, with their modern appearance and large areas of glass. The problem of feeding the staff and pupils without conventional dining-room facilities has been solved by a central kitchen surrounded by classrooms, These have sliding partitions and can be turned into dining-rooms.

The headmaster, Dr. T. W. Taylor, described the move as " history repeating itself." He went on, " When the school was founded in 1690 it was just outside

(*Continued on following pages*)

At the official opening ceremony, Sir Bernard Waley-Cohen inspects the guard of honour

An essential feature of school life—the tuck shop

Mr. F. R. Smith takes the Vth form in Physics. They will take Ordinary Level G.C.E. next summer

HABERDASHERS' ASKE'S

(*Continued from previous page*)

The swimming-pool

the City wall. In 1898 it moved out to the open space of Hampstead. Now that is built-up we have moved to Elstree, in the Green Belt. We hope it remains in the Green Belt and that the school stays there permanently." (On the old Hampstead site of the school a new comprehensive school is scheduled to be opened.)

The Haberdashers' Aske's School is one of seven supported or controlled by the Worshipful Company of Haberdashers. Among the most important of the charities administered by the Livery Company are those of Robert Aske, founded in 1688, from which four large schools are supported.

Facilities for the new Haberdashers' Aske's include physics, chemistry and biology laboratories, a fine large assembly hall, a gymnasium, a rifle range and an indoor swimming-pool. The school is by tradition Church of England and is a public school. A feature of the curriculum is the wide range of languages taught from the age of ten—French, German, Greek, Latin, Russian or Spanish. The emphasis in teaching is on the boys remaining until at least sixteen and preferably until eighteen. With a large VIth form and a wide range of specialised teaching, the school has an impressive academic record.

The masters at the mid-morning break. Centre background is the headmaster, Mr. T. W. Taylor

On the first morning of term at the new school at Aldenham House, morning assembly was held on the playing fields. The reason for this was the Assembly Hall was not quite finished

Mr. I. Lister takes the Vth and VIth forms in intermediate Russian

Individual tuition in the violin

Boys at the first morning assembly

Boys use the covered way incorporated into the workshop block

BOOKS

THE ACTOR FROM DUBLIN

The diaries of Micheál MacLiammóir; Ogden Nash's verse; Ray Lindwall on cricket and recent fiction

Actors, poets, cricketers and women of passion and intellect are the authors or the subjects of the first four books in the list today. To begin with, Mr. Micheál MacLiammóir, actor, writer and splendidly dynamic figure in the Dublin world, has collected some of his diaries which were written in Irish and translated by himself. He has also drawn the illustrations for his book, EACH ACTOR ON HIS ASS (Routledge and Kegan Paul. 25s.), and thus made of it an entirely personal thing, even if his characteristic text had not ensured that in any case. Most of the entries and essays are based on tours which the writer undertook with his partner, Mr. Hilton Edwards, and which covered a considerable part of Germany and Egypt. There were Parisian interludes, too, during which such forceful characters as Eartha Kitt and Orson Welles make their appearance and the whole book is vastly entertaining, appropriately enough. Mr. MacLiammóir has said that "it is the most unlikely to have been translated from the Irish language, for not a turf-stack or a wake or even a parish priest appears in sight." Readers may think, however, that it is a wonderfully Irish book just the same.

COLLECTED VERSE FROM 1929 ON (Dent. 30s.) is an admirable collection of Mr. Ogden Nash's work and very cheering it is. Though in such poems as his *Carol for Children* there is tenderness and a certain profundity, the greater part of the volume is made up of verses of hilarity, humour and that ingenious rhyming form which is Mr. Nash's own invention. He comments on the human situation, on people and their relationship to each other, on man's approach to work and on hundreds of day-to-day problems.

Mr. J. Christopher Herold has written LOVE IN FIVE TEMPERAMENTS (Hamish Hamilton. 25s.), which is, in fact, a series of five studies of women who had these things in common: that they were French, that they moved in social circles of a certain eminence, that they started their careers in the least gilt-edged circumstances and that they were intelligent. They were also capable of inspiring love; a talent or a gift apart. Let us look at the record. Madame de Tencin was an unfrocked nun who had an unusually worldly influence in the church and lived to be a brilliant hostess in Paris. Mlle. Aissé grew up from the four-year-old slave to the French Ambassador to Turkey to become his mistress. Mlle. Delaunay was lady's maid to the Duchesse du Maine, conspired with her and only found love after having been imprisoned in the Bastille. Mlle. de Lespinasse made a great success of the *salon* which her blind aunt, the Marquise du Deffand, thought was her own and is recognised as a rather creepy but articulate writer of love letters, and Mlle. Clairon, best actress of her day, left the stage for two consecutive, improbable but effective love affairs with famous men. I hardly need to add that this book, written with such scholarship and elegance, is marvellously good value.

TITO GOBBI appears as Falstaff in the revival of Franco Zeffirelli's production of Verdi's opera at the Royal Opera House. He takes over from Geraint Evans. The other new casting is Laura Londi as Mistress Ford

And so to THE CHALLENGING TESTS (Pelham Books. 21s.), by Mr. Ray Lindwall, famous Australian cricketer and critic, who has reviewed here the matches between the West Indies and Australia in the past winter. Every cricketing fan must remember these games and incidents. Mr. Lindwall reviews them as objectively as he can, though one sometimes has the impression that he is bursting at the seams.

THE BURNING BRIDGE (Heinemann. 18s.), by Mr. J. L. Nusser, is a novel about human predicaments and a very good novel indeed, the kind which must be closely read for enjoyment. I don't suppose that any reader will want to skip pages here and if they do, theirs will be the loss. The scene is contemporary Mexico and the principal actor in the drama is an American who has lived there for more than fifteen years as a representative of an American engineering firm. He is honest, successful and, because he knows the country and its people so well, irreplaceable. He is also one of those withdrawn, sensitive men who would rather be left alone than fight for commercial advancement. Mr. Nusser tells the story of a near-tragic crisis in the life of this man with an art and a sense of compassion which could scarcely be bettered. As for the Mexican scene, I have seldom seen it more acutely or affectionately described.

SHOW ME THE WAY (Barrie and Rockliff. 21s.) is Mr. Robert Portune's story about the hazards of life in an American city for a young man from the negro community. It has an application beyond its own setting and is told at a high level of dramatic force. Humane, alarming and possibly valid.

Mr. Edwin O'Connor has written a very long—and I say this advisedly—novel about the career of an Irish-American priest, born and brought up in that world. As the story opens, he renews his ties with it, painfully and not wholly in sympathy, although his own impulses always err on the side of tolerance. THE EDGE OF SADNESS (Reinhardt. 18s.)

END OF COLONIALISM

Survey of the progress to self-government

Almost to the end of the nineteenth century the race for Africa and the other undeveloped lands continued. Stewart C. Easton, lately Professor of History at the City College of New York, presents us with a shrewd political analysis entitled THE TWILIGHT OF EUROPEAN COLONIALISM (Methuen. 50s.), and he surveys the field in closest detail. On the whole his approach to the subject is positive rather than negative, for he examines each significant stage in the advance of each colony to self-government, and he delineates the special problems which have arisen, particularly in colonies where European settlers have made their permanent homes, among them Kenya and Algeria. This is a most valuable piece of research. The author has made every effort to be fair-minded to the Europeans involved.

In THE KHRUSHCHEV PHASE (Robert Hale. 25s.) Alexander Werth gets down to cases in his descriptions of everyday problems in Soviet Russia. Education, family life, and housing in the U.S.S.R., are among the dominant themes with which the author deals in a particularly human way. Housing need, Mr. Werth shows, is a long way from being met, and there are many grumblers who ask for flats and houses instead of space-ships and giant hydro-electric schemes. The author's many encounters and interviews with Russian people give a particular charm and sense of reality to this book.

Some of us perhaps have rather hazy ideas about company directors and their duties, and this modern age of take-over bids has not exactly clarified the picture in the public mind. But here at last comes a corrective from no less an authoritative source than the Institute of Directors. STANDARD BOARDROOM PRACTICE (12s. 6d. net) has been prepared by a special committee under the chairmanship of Sir Edwin Herbert, and is intended to give guidance in broad principle on some of the problems, such as dividend and wage policies, which have to be tackled by all directorates whatever their size. One particularly apposite point crops up in the chapter on profits, where it is argued, and no doubt rightly, that even if the Government of the day has called for dividend and wage restraint there may be reasons why the edict cannot be complied with if responsibilities to shareholders and staff alike, not to mention promises already given in good faith, are to be fairly discharged. Lord Chandos, as President of the Institute of Directors, writes the introduction to this little volume, and he and his colleagues are surely to be congratulated on the leadership they are giving.

The George Cross is worn before all other decorations except the Victoria Cross. It was high time that it had a volume devoted to its holders; for it is now twenty-one years since it was instituted, primarily for civilians and also for the fighting services for actions not normally granted military honours. Lieut.-Colonel Ian Bisset's THE GEORGE CROSS (Macgibbon and Kee. 21s.) names all the recipients of this great award, and records some of the more remarkable citations. These records are set down with a simplicity that makes them all the more inspiring.

Departing guests should never place a chair against the wall, especially in East Anglia; you should never step over a young child as it crawls across the floor, it stunts growth. These are two of the thousands of do's and don'ts in E. and M. A. Radford's ENCYCLOPÆDIA OF SUPERSTITIONS (Hutchinson. 35s.). This fascinating book has been edited and revised by Christina Hole, editor of the Folk-Lore Society's Journal.

SAFE LODGING (Hutchinson. 25s.) will appeal to all interested in pioneer work in the field of prison reform and after-care. Here Merfyn Turner tells the story of Norman House, a small, highly-personal hostel in London—the first of its kind—where the homeless offender has a chance to make a new start in the right atmosphere and surroundings. This aspect of after-care in a field where so much has been left undone has already won the interests of other cities, and it is good to know that there is now a Norman House in Birmingham and others will no doubt follow.

Richard Edmonds

is sad and violent by turns. Although unpruned it is nevertheless effective.

A WALTZ THROUGH THE HILLS (Barrie and Rockliff. 16s.) is the story of two small children, desperately trekking through the Australian bush and it is as moving and as real as any exactly reported newspaper story in which, willy-nilly, we have to believe. G. M. Glaskin quite evidently has an intimate knowledge of these regions and, besides that, has written with imagination and an almost magical understanding of the processes of children's minds.

Mr. Russell Foreman returns to the Fiji Islands, as they were at the beginning of the nineteenth century, with SANDALWOOD ISLAND (Heinemann. 16s.), an exciting tale of compelling authenticity by the man who wrote that extraordinary Fiji story, *Long Pig*. Dramatic and occasionally horrifying.

FREEDOM IN DECEMBER (Hutchinson. 16s.) consists of a pair of short novels by the French writer who, during the war and in the Resistance, chose Vercors as his *nom de plume*. There is a relation between the two stories: each has a plot in which a young, even a puppy love, that is innocent and sweet is renounced in favour of marriage with a much older man. One of these men is depicted as fighting against a fatal flaw in his nature; the other as succumbing to it and relishing the results. Interesting rather than agreeable.

There are only six long-short stories in Mr. John Wyndham's CONSIDER HER WAYS (Michael Joseph. 15s.) yet they add up to a satisfying and haunting volume of exceptional variety; almost as haunting as the author's memorable *Day of the Triffids* which permanently changed my attitude towards such near-benign structures as electricity pylons. Readable and memorable.

Vernon Fane

An awkward triangle—2E (Patricia Neal), Holly Golightly (Audrey Hepburn) and Paul Varjak (George Peppard).

THIS IS OUR STORY

Many of us, whose fathers educated us at considerable cost at public schools and universities, still read a new history of England as a "tale that is told for the first time." For us there is more than "one dark age." The system then in force resulted in yawning gaps. You were switched on promotion to a higher division and from the Reform Bill era to the Ancient Britons. Hence the lively interest and profit I have derived from a careful reading of A HISTORY OF ENGLAND (Benn. 25s.), by Messrs. Thorn, Lockyer and Smith, all three schoolmasters.

Their aims are modestly stated. To retell the old story in a direct and continuous narrative, not too stiff for the beginner, not too elementary for more advanced students. The historical researches of the twentieth century and the archæologists have done much to throw correcting light on our gaps and dark ages, and history, as written in the nineteenth century, is overdue for revision. Green and Froude certainly knew how to make history interesting, if biassed, and how to make it what it is, the story of the common man. The three schoolmaster historians, with much new evidence, revise guesswork, fit historic figures into their proper centuries and reigns, and sum up the characters of our kings and statesmen, making them something more than flat wood-cuts opposite a printed page.

I confess, with humility and gratitude, that I have read this book like an exciting new adventure story and only wish that I may remember its plot and its characters vividly for the years that remain to me.

The first lesson of history should be to persuade us that we are no wiser than our ancestors. The second that we could be, if we learned this lesson. Wisely this history ends on the threshold of the nuclear age.

John Gore

Paul comes to call on Holly Golightly

BREAKFAST AT TIFFANY'S

at the Plaza Cinema from October 19

Based on Truman Capote's astringent and best-selling story, *Breakfast at Tiffany's* is a sideways look at a girls' way with the world of high life and fashion. The screenplay, softened and altered from the original, is by George Axelrod, and the film, directed by Blake Edwards, is released by Paramount. Star of the film is Audrey Hepburn, in the role of Holly Golightly. Set in New York, the film includes scenes on the premises of Tiffany's itself, one of the most famous of jewellery establishments in the world. The story revolves round the eccentric but successful and highly engaging ways of the heroine, coyly described by the publicity hand-outs as a "playgirl of the world." Involved in her improbable affairs is Paul, a young writer who lives in the same apartment house as she, and a girl with the name of 2E, who has too much money and lavishes it on Paul. The cast of the characters also includes a handsome millionaire from Brazil, and a Japanese photographer, Mr. Yunioshi, played by Mickey Rooney. The chic and witty film has been acclaimed in the U.S.

Left: In bed, Holly protects herself against the sunlight and the outside world with ear plugs, eye shade and pet cat

BALLANTINE TOURNAMENT

The winner—N. C. Coles of Coombe Hill

Peter Alliss drives from the third tee. He finished third in the tournament at Wentworth

The Ballantine tournament at Wentworth was won by Neil Coles, of Coombe Hill, in an exciting climax. Coles is Britain's youngest Ryder Cup player and this was his first major tournament win. He started the final round seven strokes behind the leader, Ken Bousfield, also of Coombe Hill. In the course of the round Coles gained twelve strokes from Bousfield and finished in 65. This was very near the record for the 6,936-yard West Course, which was set by T. H. Cotton twenty-three years ago. Coles had a total aggregate for four rounds of 277; Bousfield was second with 282, and third place was held by Peter Alliss of Parkstone with 283. The first six places were all held by members of the British Ryder Cup team.

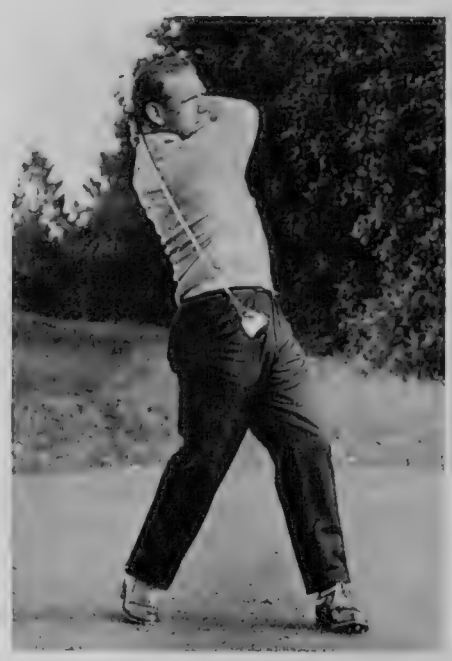
The Ballantine tournament is the last professional golf tournament of the season. It was played this year with a ball of 1.68 inches compared to the usual 1.62

K. Bousfield, also of Coombe Hill, drives from the first tee, watched by B. Wilkes

B. Huggett plays up to the 16th

M. Faulkner at the 17th tee

C. O'Connor drives from the first tee



Harry Weetman at the second tee

Dai Rees, the Ryder Cup Captain

INDUSTRY AND THE STOCK MARKET

TOYS FOR INVESTORS

By "THE SPHERE" CITY CORRESPONDENT

When economic prospects are clouded by general uncertainties, investors should turn to shares in consumer trades which are assured of steady sales and prosperity. This was the advice that recently emerged from a leading merchant bank's analysis of investors' best policy following the Chancellor's restraint measures. Buying shares in companies that depend closely on consumer spending is less easy than might appear. By far the greater proportion of consumer spending goes on food, in which the publicly quoted sector is relatively small and where the best-known shares offer relatively small yields. Any investor who buys consumer shares should choose a sector where profit growth prospects are considerable. One group of Britain's consumer trades that match all these requirements is the toy industry. Toys are now a major business, with production running at close to £1,000,000 a week, and with over 300 firms making toys in the country. By the most severe financial standards, toys must be judged an outstanding growth industry. Ten years ago output was £25,000,000 a year—last year's total exceeded £40,000,000. Exports have been rising sharply and now roughly two-fifths of the industry's output is sold overseas. Imports, too, have been rising, as foreign trade quotas were relaxed.

Last year over £2,000,000-worth of cheap plastic toys from Hong Kong were sold here, while Japanese firms are sending more toys to Britain. Moral for investors is to confine their attention to the four or five leading companies whose shares have a stock exchange quotation. It is the smaller firms in the industry that would probably suffer most from further competition from imports. Chad Valley's poor trading record in recent years shows the difficulties that can confront even medium-sized companies.

Leading company in Britain's toy industry is Lines Brothers, who make Triang toys, also rank as one of Britain's leading pram manufacturers, and own Hamleys of Regent Street which is one of the largest and best-known toyshops in the world. Last year profits rose to £1,800,000 from £1,400,000 and the dividend was increased to 26.7 per cent., effectively one-third more than in the previous year.

Meccano are another well-known name in Britain's toy industry, but recent profit trends have been disappointing. Over the past three years earnings have fallen from over £600,000 to less than £150,000, and the dividend has been reduced to 8 per cent. Meccano make Dinky toys and Hornby Dublo trains as well as Meccano kits, and changes in train models are believed to have accounted for the profit setback. Meccano's French subsidiary has also had its share of problems while costs have been rising. Earlier this year the Meccano directors reported an increase in trade but the average investor will want clearer evidence of an improved trend before making any major share purchase.

For investors who are concerned with current income as well as growth prospects, D. Sebel holds out useful attractions. Sebel, whose chairman, Mr. Leonard Sainer, is also Mr. Charles Clore's valued legal adviser, makes Mobo toys and Jetex kites. Sebel also operates a furniture division, whose activity offsets slacker times for the toy side. The bulk of retail toy sales, for obvious reasons, are made around Christmas. Apart from a setback in 1957, Sebel's profits have shown a small but steady advance oxer recent years, while the current dividend is being raised by one-third, with the former 15 per cent. rate being maintained after a one for three free share issue.

Broadly speaking, Lines and Sebel should meet the needs of investors who are concerned mainly with, respectively, capital growth and current income. Meccano should appeal to those who buy shares on recovery hopes. Those investors who are impressed by outstanding growth records could consider two rather newer companies in the toy industry, namely Lesney Products and Airfix Industries. Lesney, which has been a public company for only about a year, makes Matchbox models of cars and vehicles. The share price has roughly doubled since the original marketing, while both dividend and profits have exceeded the prospectus forecast. Lesney has an important export business to North America and to Europe, though profit margins have been coming under pressure and selling prices in Britain were increased towards the end of last year.

Airfix Industries, the other relative newcomer in the toy industry, emerged from the "shell" of a Ceylon plantation company. Airfix is basically a plastics concern, producing household goods as well as toys and construction kits. Profits almost doubled between 1958 and 1960, while following recent acquisitions the group now supplies F. W. Woolworth stores and has a useful stake in France. Airfix's present dividend, which is rather more than double the 1958 rate, is about three times covered.

In the short term, toy manufacturers should gain from rising consumer spending with an immediate benefit from the growing birth rate and the consequent rising population of young children. Lines Brothers remains the best all-round share choice for investors, with the other shares specialised to meet investors' various needs. Even the Chancellor's July measures are unlikely to depress the demand for toys from Britain's younger generation.

GOOD LIVING

By Ganymede

While the sales promotion of French wines receives a great deal of support from the representatives of the French Government and other French national organisations in this country, surprisingly, German wines enjoy no such assistance. The reason for this could be that while France exports a major part of her production, only a small percentage of German wines is available for foreign markets. This might account for the fact that the German official bodies are really not export-minded.

Whatever the reason, it seems to be left to the individual shippers and the growers, whose wines they sell to "show the flag" occasionally for the good of German wines. Only such motives can explain reasonably the holding of a "prestige" tasting like that given recently by Dr. Otto Loeb in London. Dr. Loeb's firm is not one of the largest among the German wine shippers, but is one which is concerned with quality more than quantity. His list bears this out, and it does not contain a single *Liebfraumilch*! "If a wine is good, it should stand under its own name of origin," is Dr. Loeb's view, although he would not like to suggest that wines under general names were necessarily less good.

At the tasting twenty wines were shown, ten each of a grower from the Rhine and from the Moselle respectively. The Moselles came from Weingut J. J. Prüm of Wehlen, one of the most famous houses on the middle of the river, with vineyards at Bernkastel, Graach, Wehlen and Zeltingen (the name Wehlener-Zeltinger Sonnuhr is the registered property of this estate). The first two were 1958's, Zeltinger Schlossberg and Graacher Himmelreich Spätlese, both light, fresh and attractive and fine typical examples of Moselle table wines.

Dr. J. Prüm, Prince Frederick of Prussia and Mr. M. Prüm talk together at Loeb's wine-tasting

These were followed by five examples of the 1959 vintage. These, although still in their early youth, showed the outstanding qualities, full of promise, of their "golden" year. Bernkasteler Rosenberg was very agreeable for drinking, with a light bouquet and Wehlener Sonnenuhr Spätlese was a little sweeter with a delicate hint of fruit. Wehlener Sonnenuhr Auslese was richer, sweeter and full of fruit, Graacher Himmelreich feine Auslese earned three exclamation marks in my tasting notes, and Wehlener-Zeltinger Sonnuhr feinste Auslese showed without a doubt its future development into the perfect, superb aromatic liqueur, which only the finest Moselles can achieve.

The last three Moselles were Beerenauslese, the 1953 Graacher Himmelreich, 1950 Wehlener-Zeltinger Sonnuhr, showing great qualities in bouquet, fruit, flavour and finish, culminating in the 1949 Wehlener Sonnenuhr. This had everything to perfection, a superb finish as well as nose, flavour, and a particularly happy after-taste. It was a rare example of the best finished product of the Moselle, a liqueur rather than a table wine to be sipped out of minute glasses on its own. It should never be drunk with food, not even dessert. I am not surprised that its addicts will pay the price, £8 5s. a bottle, without the 10 per cent duty surcharge.

The ten hocks came from Weingut Schloss Reinhartshausen, Ehrbach in the Rheingau, the estate owned by Prince Frederick of Prussia, who attended the tasting with the Princess. This estate includes a slice of the famous Markobrunn vineyard and also makes wines from the slopes of Erbach and Hattenheim. Here again, the sequence started with two 1958's, Hattenheimer Willborn and Hattenheimer Wisselbrunn Cabinet, both fruity, yet drinkable wines. Then followed five of the 1959 vintage all showing great promise, but by no means at their best yet. I found the Ehrbacher Rheinhell Auslese Cabinet the most impressive of the five in every respect. Likewise, the Erbacher Markobrunn Auslese Cabinet of the same year only needs bottle age to become a masterpiece.

Two wines of 1953, the Erbacher Herrnberg Auslese Cabinet and the Erbacher Siegelsberg Edelbeerenauslese Cabinet, possess the same great qualities of their breed in fruit, nose and finish, with the latter decidedly not having reached its peak in bottle.

The mature, deep golden-coloured 1937 Erbacher Markobrunn Trockenbeerenauslese Cabinet was a fitting climax with its perfection in every respect to this most interesting tasting.

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

John Brooke

In the saleroom at the head offices of Brooke Bond and Co., Ltd., in the City of London, Mr. John Brooke, the Chairman, looks at a sample of tea to check the size, style and colour of the leaf before it is blended. On an average day in the saleroom, 2,000 different teas are tasted. Mr. Brooke is the third generation carrying on the family business which had its beginnings in a small Manchester grocer's shop in 1869. He was born in 1912 and was educated at Bedales Co-educational School, where, he says, he did not distinguish himself as a scholar. He joined the family firm at eighteen as a trainee to learn all aspects of the tea trade, starting at the sales end. Then came a two-and-a-half year world tour, which was paid for by his father in the interests of "wider education." In 1952, he became Chairman in succession to his father, who had held that post for forty-two years. Mr. Brooke heads a company, 50,000 strong, with branches in many parts of the world. He is married, with three children—a daughter and two sons—and lives at Cobham, in Surrey. There he is able to indulge in his favourite hobby of gardening. One of the plants which he displays to visitors is a tea bush

STOP AND GO FOR MOTORS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Since the war, the British motor industry has become accustomed to pretty widely fluctuating fortunes, with governments of the day taking a hand in promoting the swings rather than seeking to stabilise them; but during the last twelve months the swings of fortune and policy seem to have become more rapid in cycle. At this time last year, manufacturers were putting a brave face at the Motor Show upon quite a severe cut-back in output, with the home market squeezed by restrictions on hire purchase and exporting none too successful. Just after the turn of the year, the squeeze was relaxed: the industry changed gear for its Easter surge in sales, and to some degree did achieve this. Mr. Selwyn Lloyd's Budget did not reduce the euphoria; surtax payers were given promises (though there was a nasty sting in the tail for the makers of those more opulent limousines bought by businesses). Sales continued to rise—though there was perhaps not quite the steam in the boom that there had been after earlier relaxations of credit restraint. Then came the July measures—a yet sharper squeeze on credit rates, a surcharge on indirect taxes which made purchase tax on a car into 55 per cent.; and the hire purchase finance houses, irrespective of Mr. Lloyd, were inclined to stiffen their ways of doing business anyway.

The renewed squeeze has now brought about quite a severe down turn in car output; it has also brought on the autumn slackening in sales earlier than usual, and several manufacturers are expressing fears that this will be a very bad winter for business. The industry's forecasters are almost giving up hope of ever getting any clear run of several months without "special influences" to blur their records. For several years this industry has been trying to decide what a "normal seasonal pattern" would be nowadays. It has never had enough normality to tell.

Any period when sales of existing models are difficult has at least negative advantages for introducing new models, which tend to check the flow of production. The British makers have this autumn been introducing a very considerable range of modifications and entirely re-designed cars, which are perhaps easier to bring on to the assembly lines when output is slackening off anyway. The last month or two, again, has seen an outcrop of labour trouble, in the car factories and in the plants that make sub-assemblies or components for them. No responsible management likes a strike; but in negotiations, slackness of demand may at least make it a little less costly to hold out against unreasonable demands than when one is producing flat out to keep up with orders. The British industry is not yet in the state of labour relations where management may cold-bloodedly prepare itself for a shut-down of a given period as part of wage bargaining, as it is somewhat easier for Detroit to do because its negotiations occur to a pre-arranged timetable. But its managements are more resolute than a year or two ago.

Fluctuations in the month-to-month flow of business are the common concern of all managements in the industry. But this year the first six months of unrestrained activity in the motor business, a free interval between squeezes, began to point up sharpening divisions within the British motor industry. These were most openly signalled by the abrupt decision of Leyland to replace most of the top management of Standard-Triumph International and to clear out a sizeable proportion of its administrative staff; but that was one company's reaction to its particular set of difficulties. The competitive problems were more general.

The British Motor Corporation and Ford of Dagenham—itself changed during the year to wholly American ownership, though with as yet, ostensibly, no very significant changes in management or policy—were tending in sheer scale of operations to draw apart from the rest. Currently, B.M.C. probably makes 40 per cent. of the cars produced in Britain, and Ford about 30 per cent. The other three of what are still called the Big Five make perhaps 25 per cent. of the total between them; and 5 per cent. are left for the more specialised cars, led by Jaguar, Rover and tampering down in volume of sales to the hand-made sports cars or the *grand turismo* luxury vehicles.

Vauxhall, Rootes and S-TI can no longer, in terms of sheer volume of operations, quite be classed with the two biggest manufacturers; and the question of the next few years is whether they will try to keep up in pace of expansion with B.M.C. and Ford. To do so will be costly; not to do so may mean, for any single firm, slipping back further.

The current programme of capital investment in which most of these car manufacturers are engaged postulated, for each of them, very significant increases in capacity by 1962-63. For the whole industry, this is a capacity to produce more than 2,000,000 cars and 650,000 commercial vehicles (in which the big car makers are not all interested to the same degree). There has been no very open retreat from these investment plans. Vauxhall has spoken of lengthening out the timetable of its own programme, and one of two elements in the plans that S-TI had before Leyland reshuffled its pack may now be less certain to be developed as originally intended. Rootes has if anything tended to go ahead faster. But it may be that all the manufacturers, including the big two, have been trimming their capital expenditure somewhat.

There would be nothing particularly odd about the development of a dominant "Big Two" in the motor industry, followed by a tail of sizeable but far from comparable manufacturers. That is the situation which exists in the United States, the greatest automobile industry in the world; though it must be admitted that there would be a certain piquancy in the development of such a situation in which a subsidiary of General Motors became one of the also-rans. But it remains to be seen how viable such a pattern would be for an industry producing not 6,000,000 to 7,000,000 cars a year but 1,000,000 to 2,000,000.

There remains considerable controversy about the minimum size of manufacturing operations at which motor manufacturers can attain the "full" economies of scale that are possible in mass production. Immediately after the last war there were British manufacturers ready to argue that once you were producing 100,000 cars a year you obtained very little saving in cost by pushing volume up much more; few would probably say so now. The economies of producing large numbers of the same thing vary between departments of motor manufacture; they may not be terribly important in actual assembly, and at the other end of the scale the largest numbers of anything concerned in motor vehicles are made by the accessory and component makers, who can lump together large aggregates of orders from different manufacturers.

But in certain parts of the industry that tend usually to be within the motor groups themselves, particularly in body-building, the economies of scale appear to give continuing advantages up to a very high rate of output indeed. Body-building involves heavy fixed investment in massive presses and also a costly "working capital" of jigs, tools and dies for any particular model. The more vehicles using one set of pressings that one can push through, the quicker one amortises one's investment in these dies and the less this costs for each car.

The difference in economies of manufacture between a manufacturer producing 250,000-350,000 cars, and putting engines used in them into quite a number of commercial vehicles as well, such as B.M.C and Ford in Britain today, and those producing 125,000-200,000, the range that Rootes, Vauxhall, and S-TI are in today, is already marked. To offer comparable value for money with the mass manufacturers, unless one has some exceptional advantage in design upon which it would be hopeful to depend all the time, probably means taking lower margins of profit. Look forward a few years, when B.M.C. may have capacity for 900,000 cars and Ford for 700,000, with the next three companies planning on 200,000-400,000, and the disparity in costs seems liable to widen.

The makers in this layer below the Big Two will inevitably seek to fill niches in the ranges offered by the biggest producers, and to attract more discriminating clientèle with particular elements of comfort, looks, performance or technical originality. Each of these three makers has its own particular selection of talent to achieve this. But the niches are not as comfortable or as easy to locate nowadays. B.M.C. covers the popular price range with cars closely "stacked" from top to bottom and Ford, which has already been filling in between its small and big cars, seems likely to go on. The expansion of manufacturing capacity, again, is backed in each case by an expansion of design and engineering resources. Ford has clearly been strengthening its design departments for more frequent changes in styling and chassis design, while B.M.C. with a design team headed by Alex Issigonis is hard for any smaller-scale maker to out-manœuvre.

It is true that any assessment of the British motor industry now which looks at its future inside its own national boundaries is an unwisely blinkered one. In the next few years B.M.C. and Ford are less likely to be concerned with the competitors that they have outpaced inside Britain than with the groups on the Continent that they themselves cannot yet match in size—Volkswagen, Renault, and perhaps Fiat, which in sheer manufacturing "weight," if not in actual numbers of vehicles produced, will prove a very formidable competitor. Neither of the bigger British companies match Volkswagen in output nor, certainly, in the volume of one model which it produces. The British industry is unlikely to have to compete with these makers on absolutely equal and unprotected terms for a few years as yet. Should Britain accede to the Treaty of Rome, formally, about the beginning of 1963, then there would be perhaps four or five years (at the outside) before European competition was completely on the basis of "no holds barred."

Most of the sizeable Continental manufacturers, too, have large-scale expansion programmes in train. By about 1964-65, according to one recent authoritative estimate, Western Europe will have the capacity to produce about 8,425,000 cars, plus 1,475,000 commercial vehicles, each year. The same study, incidentally, reckoned that with the growth of demand in this very large combined market, that total capacity might by 1965 be employed to the extent of about 85 per cent. It is a safer bet than any of this statistical figuring that the process of concentration inside the European and British market will have continued over this coming decade; and that some of the important manufacturers of today will be no longer producing under quite the same names.

THE 1961 MOTOR SHOW

ACCENT ON QUALITY

By **COURTENAY EDWARDS**

The great London Motor Show, which has just opened at Earls Court against a sombre background of labour troubles and declining sales, reflects a growing concern by Britain's car manufacturers for the quality of their products. The new models, of which there is an interesting list, are notable more for refinement, better durability and ease of maintenance than for design innovation. Turbines are still a long way off where practical motoring is concerned. Britain's car chiefs continue to show indifference towards diesel and two-stroke engines for cars and they are trailing behind Germany and France in the application of self-levelling pneumatic suspension for cars, though it must be remembered that efforts to popularise this type of springing in the U.S. were abandoned, if only temporarily.

The new British models are rich in detail improvement. They are easier and safer to drive, more comfortable to ride in and easier to keep in good mechanical trim. The industry is catering both for the lazy motorist who regards his car simply as a means of getting about, which he wants to do as cheaply as possible; and for the enthusiast who really enjoys his motoring and regards it as a hobby as well as a means of transport. For the latter class there are new sports cars, coupés and convertibles, and more high-performance versions of mass-produced family saloons.

In brief, Britain's 1962 models have a better finish, outside and in; more are using disc brakes; a growing number make provision for safety belts; some are using the new Triplex safety glass which has a small area in front of the driver which does not cloud over when the rest of the glass shatters; many have managed to reduce greasing points to a minimum by the use of rubber, plastic or

The New Series 3-litre Rover is the centre-piece of the stand of the Rover Company Ltd. The price with synchromesh gear-box is £1,880, and with fully automatic transmission is £1,948

This special bodied Rolls-Royce Silver Cloud (long wheelbase) touring limousine is exhibited by James Young Ltd., Mr. Jack Barclay's privately-owned coachbuilding firm at Bromley, Kent. The price is £9,137. (All prices mentioned in this review of the Motor Show include purchase tax)

The Jaguar Mark X is a restyled, lower and more powerful replacement of the Mark IX. It has a top speed of 120 m.p.h. and accelerates to 100 m.p.h. in under thirty seconds. The boot has 27 cu. ft. of space and there is a new Jaguar-designed heating and de-misting system. The price is £2,393

The new Vauxhall Victor saloon, one of the four new Victor models, has an optional all-synchromesh four-speed gear-box. Standard equipment is the three-speed box. The car costs £745 and the four-speed box is £17 10s. extra

The new Daimler Limousine has a Daimler 4½-litre V-8 engine, with automatic transmission and power-assisted steering as standard equipment. It accommodates eight, has a top speed of 110 m.p.h. and is priced at £3,995

greaseless metal bearings and also by employing bearings pre-greased and sealed for life.

More cars—the new Vauxhall Victor and Triumph TR4 among them—offer four-speed gear-boxes with synchromesh on all ratios and Borg-Warner have started a revolution by bringing out the world's first automatic gear-box for medium-sized cars with torque-converting hydraulic coupling and epicyclic gear trains. Engines have a bigger capacity and smaller weight (thanks to the extended use of light alloys). More cars fit screen washers as standard, leather adds a touch of luxury to more and more models, overdrive systems grow in popularity, and fins—that over-worked styling gimmick—seem to be on their way out.

Of special interest among the new medium-priced mass-produced cars are the new 1,340-c.c. Ford Classic saloon (with disc brakes and dual headlamps and a price tag of £767); its two-seater Capri coupé variant, with low roofline and a sporting look new to Dagenham (£916); the 997-c.c. Ford Anglia estate car (£679), which combines good looks and a big load capacity with notable liveliness; the 1,592-c.c. Hillman Super Minx (£854) with bigger body, higher top speed, improved acceleration and only three greasing points; and the Vauxhall Victor, with several different versions, ranging in price from £745 for the standard saloon to £971 for the VX 4/90 high-performance model.

This new Victor is one of the best-looking Vauxhalls of all time. It offers a choice of an all-synchromesh four-speed gear-box with floor shift or a three-speed box controlled with a steering-column lever. The VX 4/90 has 44 per cent. more power, disc brakes at the front, and such refinements as a floor-mounted handbrake and a headlamp flasher.

Sir Henry Spurrier, chief of Leyland Motors, has signalised his take-over of Standard-Triumph International by reducing the price of the Triumph Herald 1200 range by as much as £29 to a total of £700 for the saloon and coupé models to make them more competitive with comparable products of the other members of the Big Five. S.T.I. now offer disc brakes as an optional extra on the Herald range for only £17 10s., including tax.

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ACCENT ON QUALITY

(Continued from previous page)

The British Motor Corporation have improved the Austin A40 (more power, longer wheelbase, better suspension and a New Look inside), stepped up the size of the engine in their Farina range (Austin, Morris, Wolseley, Riley and M.G. Magnette) from 1,489 c.c. to 1,622 c.c., and made the new lightweight Borg-Warner automatic gear-box available as an extra for only £99. They have made the wheelbase longer and the track wider to improve road-holding and enlarge interior capacity, and have added to the cars' appearance by reducing the size of the tail fins and making other styling changes. Prices are up by £29 (except for the M.G., which costs only £15 more).

Famous family models in the medium price bracket which continue with little change include the Ford Company's Anglia, Consul and 6-cylinder Zephyrs and Zodiacs; the Rootes Group's Hillman range (including the old Minx with its new low price of £727), their roomy Humber Hawks and their new Singer Vogue, with its brand-new styling and dual headlamps; the evergreen Morris Minor 1000; the Standard Vanguard; and the 6-cylinder Vauxhall Velox and Cresta models.

With the small rear-engined Hillman Minx still some way off, the only new British baby cars are variants of the B.M.C.'s 850-c.c. front-wheel-drive Minis (now £526). They include the " super de luxe " versions (£592), the Cooper-inspired (£679) 997-c.c. models with disc brakes, better trim and a top speed of nearly 90 m.p.h.; and the 850-c.c. Riley Elf (£694) and Wolseley Hornet (£672), with distinctive radiators and a restyled rear end, including new lamp clusters. The ADO 15 models themselves (to give the standard Minis their factory name) have been improved in a number of ways. They have stronger wheels and a 16-blade cooling fan for quieter running.

To the ranks of British quality cars come a number of important new models. The Jaguar Mark X is a restyled, lower, roomier

The Wolseley 16/60 saloon is successor to the 15/60, and has a slightly wider track and a longer wheelbase within the body shell. It is powered by a 1,622-c.c. version of the B.M.C. " B " series o.h.v. engine, and costs £993

The A60 Cambridge saloon has an increased power output with an enlarged version of the B.M.C. " B " series engine of 1,622 c.c. Priced at £854, this medium-sized family car offers a Borg-Warner automatic gear-box

The Consul Classic 315 is a four/five-seater saloon, costing £767 powered by a 4-cylinder overhead valve engine of 1,340 c.c. developing 54 b.h.p.

The new Wolseley Hornet is a small car with an 848-c.c. engine based on the ADO 15, with engine and gear-box in one unit across the front. The price is £672

The Bristol 407 has a Chrysler V-8 engine of 5,130 c.c. coupled with a Torqueflite automatic transmission. Costing £5,142, it has a top speed of 125 m.p.h.

The Vanden Plas 3-litre Princess Saloon has a 6-cylinder o.h.v. power unit of 2,912 c.c. developing 112 b.h.p. The price is £1,438

The Singer Vogue has dual headlamps, a 1·6-litre engine, a four-speed gear-box and independent front suspension. It costs £956

and more powerful replacement of the Mark IX, which has been in production since October 1958. It owes much to the 150 m.p.h. E-type Jaguar. It uses its 3·8-litre engine (which has three carburettors and develops 265 b.h.p.), its system of chassis-less, monocoque construction and its independent rear suspension (the first on a Jaguar saloon).

This is one of the best-looking, best-finished Jaguars yet. It is longer and wider than the Mark IX. Top speed is 120 m.p.h. and it accelerates to 100 m.p.h. in under 30 seconds. The boot has 27 cu. ft. of space, there is a new Jaguar-designed heating and demisting system of impressive efficiency, the upholstery is in rich leather, and there are Dunlop disc brakes all round. Prices from £2,393.

From the same firm comes the 4½-litre, V-8, eight-seater Daimler Limousine, a roomy business car of great comfort, good road-holding and surprising liveliness (with a top speed of 110 m.p.h. and the ability to get to 60 m.p.h. in just over eleven seconds). It has Dunlop disc brakes, Borg-Warner automatic transmission, lavish interior equipment and a price of £3,995. The Majestic and Majestic Major continue with design refinements.

Mr. David Brown has produced the first Lagonda for more than three years and in calling it the Rapide has revived a famous old Lagonda name. It is a four-door five-seater with a 4-litre 6-cylinder engine which gives a top speed of over 125 m.p.h. and breath-taking acceleration. It is sumptuously furnished, has disc brakes all round, a de Dion rear axle and a distinctive Superleggera body styled by Touring of Milan. Price: £5,251. Mr. Brown has also introduced a convertible version of the 3,270-c.c. Aston Martin DB4 (£4,445).

The new Bristol 407 uses a Chrysler V-8 engine of 5,130 c.c. coupled with a Torqueflite automatic transmission which has illuminated push-button controls. It costs £5,142—or just over £1 for each c.c. It has disc

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The Hillman Super Minx, costing £854, has a curved wrap-round rear window which helps to increase the driver's vision, and an engine capacity of 1,592 c.c.

The Hillman Super Minx has a bigger body than before, a higher top speed, improved acceleration and only three greasing points

The Ford Consul Capri is a coupé deriving from the Classic 315, and seats two in comfort. It has a 4-cylinder 1,340-c.c. o.h.v. engine and four-speed gear-box, disc brakes, dual headlamps and costs £916

The Vauxhall VX 4/90 version of the new Victor is a 4-cylinder model, using the Victor body shell, with disc brakes at the front, a floor-mounted handbrake and a headlamp flasher. It costs £971

ACCENT ON QUALITY

(Continued from previous page)

brakes, a light alloy two-door body and a top speed of 125 m.p.h.

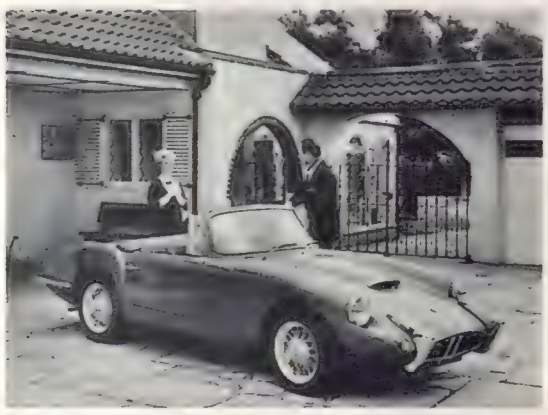
B.M.C. have replaced their 100 m.p.h Austin A99 Westminster with the A110, which gets more power from the same 3-litre engine. There are a number of other changes, including a longer wheelbase, and these improvements are shared by both the Wolseley 6/110 and the 3-litre Vanden Plas Princess.

Quality cars which continue in production for 1962 with little alteration include the V-8 Rolls-Royce Silver Cloud and Bentley S2, which remain a splendid advertisement for British engineering and, particularly in the versions with special coachwork, testify to British design skill and craftsmanship. Mention should also be made of cars like the Bristol-engined A.C. Greyhound, Alvis, Humber Super Snipe, the Jaguar Mark 2 series, the speedy Jensen 541S, with its big engine and safety belts, the Rover range (unchanged except for certain price increases, a new form of intermediate hold on the automatic version of the 3-litre model and other improvements) and the rally-bred 1·6-litre Sunbeam Rapier.

In the esoteric world of the out-and-out sports car the new models of chief interest are the Triumph TR4, plush successor to the export-famed TR3, which continues in production; the Morgan Plus Four Super Sports; and the 1·3-litre, disc-braked, plastic-bodied Reliant Sabre, built by a firm hitherto famous for its three-wheelers. The TR4 is roomier than its predecessor, more comfortable (with softer springing), better-looking and more powerful (2,138 c.c. and 105 b.h.p. against 1,991 c.c. and 100 b.h.p.). It does 110 m.p.h., and nought to 50 m.p.h. through the gears in under eight seconds. The price is £1,095 (convertible) and £1,146 (hard-top).

A conversion is now officially available for the popular Sunbeam Alpine (1·6 litres, £1,015) and other British sports models which will make a brave show at Earls Court are the Austin-Healeys (3,000 and 948-c.c. Sprite), the M.G.A. and M.G. Midget, the V-8 Daimler (now in use by the Metropolitan Police), and, of course, the E-type Jaguar (£2,160).

The new Triumph TR4 convertible has a 4-cylinder overhead valve engine of 2,138 c.c. developing 105 b.h.p. at 4,750 r.p.m. Speeds well over 110 m.p.h. have been reached in recent tests. The price is £1,095



The Reliant Sabre sports car, costing £1,129, has a 1·7 litre, four-cylinder engine developing 61 b.h.p.

The Morris Oxford Traveller (Series VI) powered by a new 1,622-c.c. version of the B.M.C. Series B engine, is now available with Borg-Warner automatic transmission. It costs £993

The Martin Walter Dormobile caravan conversion of the Land-Rover Station Wagon has interior fittings in stove-enamelled steel. The price is £1,170

The Ford Anglia Estate Car retains the mechanical features of the saloon; it has a 4-cylinder 997-c.c. overhead valve "oversquare" engine. It costs £679

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THE CHALLENGE FROM ABROAD

The international character of the London Motor Show is emphasised again this year by a fine collection of foreign cars from nine countries. They come from West Germany, the U.S., France, Canada, Italy, the Netherlands, Sweden, Czechoslovakia and Russia.

An important car from Germany is the new 1½-litre VW1500 (£1,099 in the U.K.). This does not take the place of the 1·2-litre model, which has been in production with little change since 1945, but is an addition to the range. It has more modern styling than the old VW, though it is fashioned with a restraint that will defy obsolescence. It has a "flat four" air-cooled engine at the back, in the VW manner, but it is only 16 ins. "thick" and there is a shallow luggage boot above it in addition to the bigger one at the front of the car. The new VW comes in saloon, convertible and estate car models and Karmann of Osnabruck has produced some attractive new special-bodied, Ghia-styled variants.

The great Daimler-Benz organisation has an impressive selection of models on view. These luxury cars come from a wide Mercedes-Benz range to which have recently been added the 300SE (with self-levelling air suspension, disc brakes, powered steering and a four-speed automatic gear-box of Daimler-Benz design), a convertible edition of the 220 SE and a restyled 190.

The Daimler-Benz subsidiary, Auto-Union, have added a smart open four-seater version of the 1,000-c.c. model to their 1962 range (the A-U 1000 SP Roadster) and have devised a new system of lubrication for the 3-cylinder, two-stroke engines of their A-U and D.K.W. models. The oil is no longer mixed with the petrol. It is injected into the carburettor. It is cheaper and there is less of that blue exhaust smoke.

The new Volkswagen 1500 convertible has an air-cooled, horizontally-opposed 4-cylinder rear engine with a capacity of 1493 c.c. This engine has a compact flat construction enabling a luggage boot to be fitted above it

The Mercedes-Benz 300SE has a light metal fuel-injection engine, four-speed automatic transmission, power-assisted steering and air suspension. Prototypes of this car have covered more than two million miles on test

The Daf Daffodil has a capacity of 750 c.c. and fully automatic transmission. It accommodates 4-5 people

Other interesting new models in the 1962 German range include the B.M.W. 1500 (a handsomely styled 1½-litre saloon with an overhead-camshaft engine set at an angle), a coupé version of the rear-engined B.M.W. 700; the Gogomobil S1004 coupé (with a toothed belt driving the overhead camshaft of its front-mounted, 4-cylinder, in-line engine); the rear-engined N.S.U. Prinz Four with crisp new styling and efficient twin-cylinder power plant; a coupé version of the Opel Rekord; a high-performance edition of the Ford Taunus 17M (the TS); and a 2-litre variant of the 1½-litre Porsche Carrera.

Among France's 1962 offerings, the most significant new models are the stark Renault Four, with 750-c.c. engine, front-wheel-drive, five doors, simple body bolted on to a separate chassis and easily removable tubular seats; and the rear-engined Simca 1000, with its 4-cylinder, 5-bearing, in-line, 944-c.c. engine installed at an angle. It is odd that while Renault, arch-priests of the rear-engined cult, have put the engine of their latest car at the front, Simca have just announced their first rear-engined model.

The new Renault supplements an attractive range dominated by the eager, sophisticated little Dauphine and the sporty Floride. Simca

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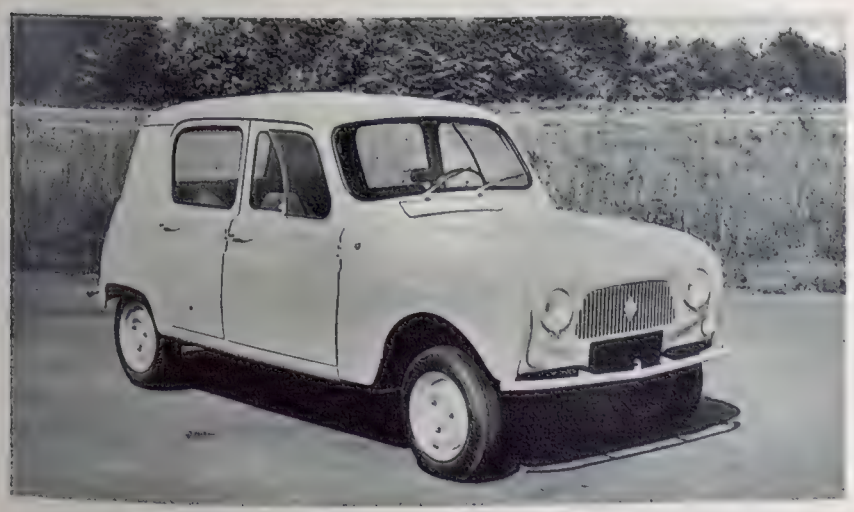
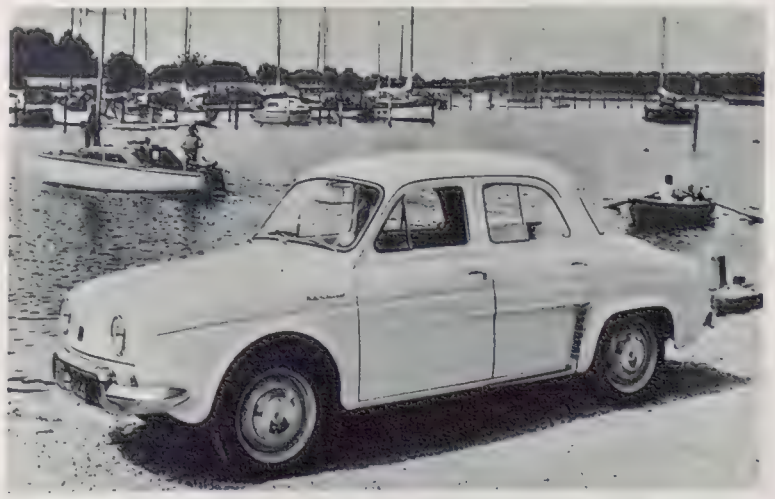


The Renault Four has an engine with a capacity of 750 c.c. and a simple body bolted on to a separate chassis. It has five doors and removable tubular seats



The latest version of the 845-c.c., rear-engined Renault Dauphine has a new all-synchromesh three-speed gear-box. New features include redesigned front seats

THE CHALLENGE FROM ABROAD

(Continued from previous page)

have left their rear-engined car at home but are showing four improved Aronde models with the willing Rush engine (1,290 c.c. and 5-bearing crankshaft). Citroen, strangely, have left the British-built, plastic-bodied " Bijou " off their stand at Earls Court " through lack of space " but the French-built Citroen Ami Six, a 600-c.c. runabout with distinctive styling based on the 2-c.v. Citroen makes its London Show debut. Samples of the bigger DS and ID (with oleo-pneumatic suspension and other advanced design features) may also be seen.

Panhard (a twin-cylinder, front-wheel-drive car with lots of room inside), Peugeot (France's most successful " independent ") and Facel Vega (who have given their 6·3-litre HK500 sports coupé brand-new styling) are also well represented.

The cars from Italy range from the economical, rear-engined, little 500-c.c. Fiats to the glamorous, thrusting Ferraris, Alfa-Romeos and Maseratis. The Ghia-bodied, high-performance version of the Fiat 2300 is likely to make a hit in 1962 and the boldly-designed Lancia Flavia, with front-wheel-drive, is still one of the most technically interesting cars at the Show.

The Volvo and Saab exhibits from Sweden include a new £1,372 version of the Volvo 122S which has Girling disc brakes and the 1,780-c.c. engine evolved for the British-built Volvo P1800 coupé.

The Skoda Octavia and Felicia models from Czechoslovakia impress by their robustness, as do the Russian Moskvitch, Volga and rear-engined baby Zaporogets engineered for rough treatment in tough motoring conditions where garages are few and far between.

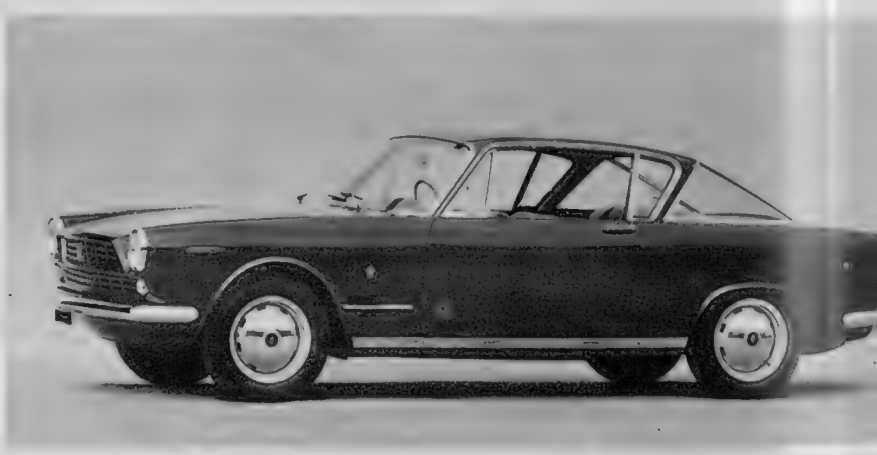
The Netherlands can still claim, with their Daf, to be the builders of the world's cheapest automatic car. Their boldly-conceived belt-and-pulley transmission has substantiated all the claims made for its reliability and Daf have now admitted that their car was under-powered by stepping up the engine size from 600 to 750 c.c. There are now two models: the standard version (£778) and a restyled, de luxe Daffodil (£821).

Exhibits from the U.S. and Canada emphasise the paradoxical transatlantic trend towards bigger compacts and smaller standard models and there is evidence that eventually most Americans will be using cars whose size will be a compromise between the mechanical monsters we know today and the compacts brought out to meet the European invasion.

The 1962 ranges of the Big Three—General Motors, Ford and Chrysler—are represented at Earls Court with varying degrees of completeness. They demonstrate that in the U.S., as in Europe, designers now realise that motorists are getting tired of elaborate tail fins; and that ease of maintenance is a profitable selling point.

The Citroen DS from France, this year continues in production unaltered. It is obtainable in five colours and is upholstered in high-grade leather

The Volvo P.1800 sports coupé has a 1·78-litre engine, developing 100 b.h.p. at 5,500 r.p.m. The engine is a new 4-cylinder unit with a five-bearing crankshaft



The Fiat coupé 2300 has a 6-cylinder engine, with a capacity of 2,279 c.c. It has disc brakes on the four wheels with vacuum-operated brake-boosters

The Thunderbird convertible, by Ford of America, has a V-8 engine of 300 h.p. It has dual-range Cruise-o-matic drive, power steering and self-adjusting power brakes

Although not on show at Earls Court, the Dodge Polara 500 is indicative of a trend in American automobile design towards the European type of sports car

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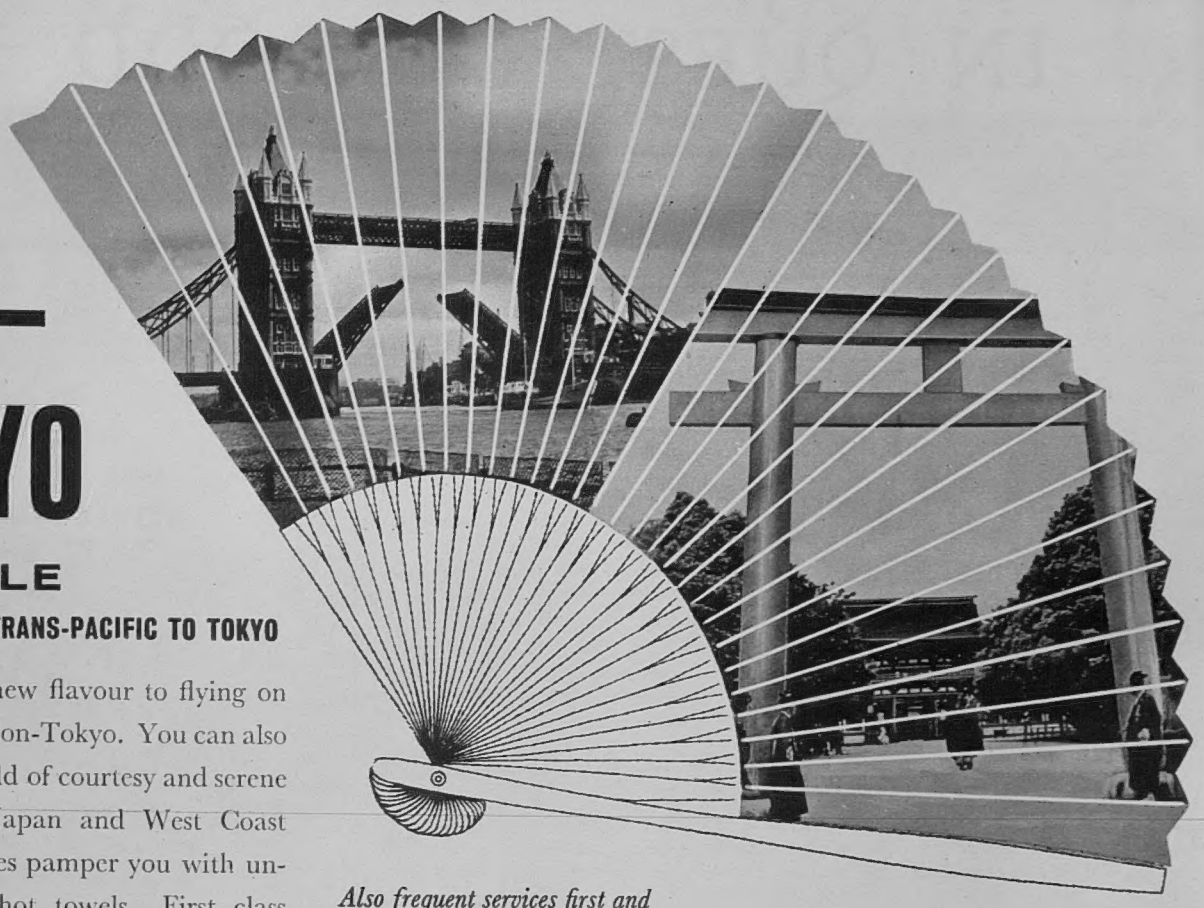

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

SEPTEMBER saw us making an early autumn trip to Scotland and within half an hour of our arrival by car-sleeper at St. Enoch's Station, Glasgow, we were heading north to Aberfoyle and the Trossachs.

To anyone embarking on a Scottish motoring tour for the first time we could not suggest a quicker or more beautiful introduction to the Highlands.

Halting off the road for a while to feast on the scenery, we made the *Lochearnhead Hotel* in comfortable time for a late lunch. Here we were most comfortable and reluctant to move on, for the majority of guests were spending a complete holiday there—motoring or relaxing in the colourful garden. The younger element had " on tap " hard tennis courts, a swimming pool, squash court and—that latest of sports—water ski-ing on the loch with experienced instructors to turn the novice into an expert.

Eight miles farther on is Killin, another excellent pivotal point for a complete Scottish holiday, and the *Bridge of Lochay Hotel*. As we arrived a father was giving a first lesson in casting to his schoolboy son. Lochay—a handsome golden retriever and mascot of the hotel—basked in the sun and Mr. and Mrs. Ian Harvey, resident and active owners, were on the doorstep greeting resident guests and new arrivals. We were quick to sense an air of informal friendliness.

The *Bridge of Lochay Hotel* is picturesquely located just outside the village on the road to Aberfeldy. For years it has been patronised by fishermen and touring holidaymakers. Of more recent times it has attracted both passers-by and resident guests for its catering, for Ian Harvey, who we first met at *L'Aperitif* in Edinburgh, is well versed in food and wine standards. The daily menu consists of *table d'hôte* luncheon and dinner of ample choice. Alternatively, a comprehensive range of *à la carte* dishes is available. Both, as well as the selective wine list, struck us as most reasonably priced.

Above stairs the bedroom accommodation is as one should expect in a Scottish inn—simple, shining with polish and practically furnished.

In short, a countryside hotel that blends well with our patchwork quilt of Scottish hotel recommendations and which, so long as Mr. and Mrs. Ian Harvey are at the helm, is not likely to become threadbare.

If the *Bridge of Lochay Hotel* cannot accommodate one, do not lose heart. Farther along the road to Aberfeldy is the small *Tigh-an-Loan Hotel*, Fearnan. Calling in for refreshment, we were struck by the cleanliness and attractive position overlooking Loch Tay and made a note to pay a more extended visit next time.

Wherever you may stay hereabouts and if you are appreciative of good food and wine, put on your visiting list *Fortingall Hotel*, by Aberfeldy, Perthshire, where Mr. W. Heptinstall has won international fame for his creative ability as a chef and for his knowledge of vintage and younger wines. We have not stayed here for some years but are always prepared to go miles off our arranged route to sample Mr. Heptinstall's *plats des jours*. (Closed mid-November to mid-March).

Following Loch Tay beyond Fearnan will bring you to Aberfeldy, as admirable a centre as any in the whole of Scotland.

Should you elect to stay in the town, choose—as we always do—*The Palace*, but don't be misled by the name. Owned and very personally run by the Gowans family and a faithful staff, we were more delighted than ever with our stay here. The cooking is excellent, the wine list well balanced and showing much thought in compilation. We left the *Palace* feeling well satisfied.

Though there are a number of other hotels in Aberfeldy, coach parties tend to dominate, so for an alternative choice we would suggest *The Weem Hotel*, one mile outside the town on the road to Glen Lyon. Here one experiences true Scottish hospitality from one's hosts, Mr. and Mrs. Dugald McNiven, sound genuine fare with touches of individuality, clean, wholesome bedrooms and a modest bill.

One further find on Tayside was the small, friendly *Ardeonaig Hotel*, seven miles from Killin and seventeen from Aberfeldy. Here is a five-bedroom hotel on the shore of the Loch with 15- to 35-lb. salmon fishing and trout running up to 1½ lb. Although the house is unpretentious (no h. and c.), there is plenty of hot water in the two modern bathrooms. The interested and friendly proprietors, Mr. and Mrs. E. D. Ballantine, have their own farm produce and do their own baking. The hotel is fully licensed but there are no bars.

Finally, at St. Fillans, we came upon a new hotel—*The Four Seasons*. Only opened in 1960, this small hotel, so charmingly poised with an uninterrupted view of Loch Earn, has already acquired a reputation for individuality and good taste.

Interesting without, much imaginative thought has been exercised within in the discreet use of stone, wrought iron, copper and pine. In a cocktail lounge of contemporary design we sipped our drinks, our eyes constantly focused on the picture-window views of loch and mountains. Above stairs are five bedrooms—some with similar views—all expressive of modern bedroom thought.

Even more attractive to us were the Scandinavian pine châlets (six in all) discreetly built in the shade of the trees on the hillside above the hotel. Each is a self-contained unit, embracing one twin-bedded room (converted into a sitting-room by day), a smaller room designed for two small children or a third adult, a three-piece bathroom, all facilities for making one's early morning tea and the latest type of self-operating central heating.

While the whole décor is in good taste, this will be experienced even more so in the intimate candlelit restaurant, where in all four seasons enticing *table d'hôte* and *à la carte* menus are much sought after and—quite exceptional in the Scottish countryside—are served until 10 p.m. throughout the year.

Our congratulations and best wishes to Mr. Ian Stewart, Four Seasons' creator and driving force.

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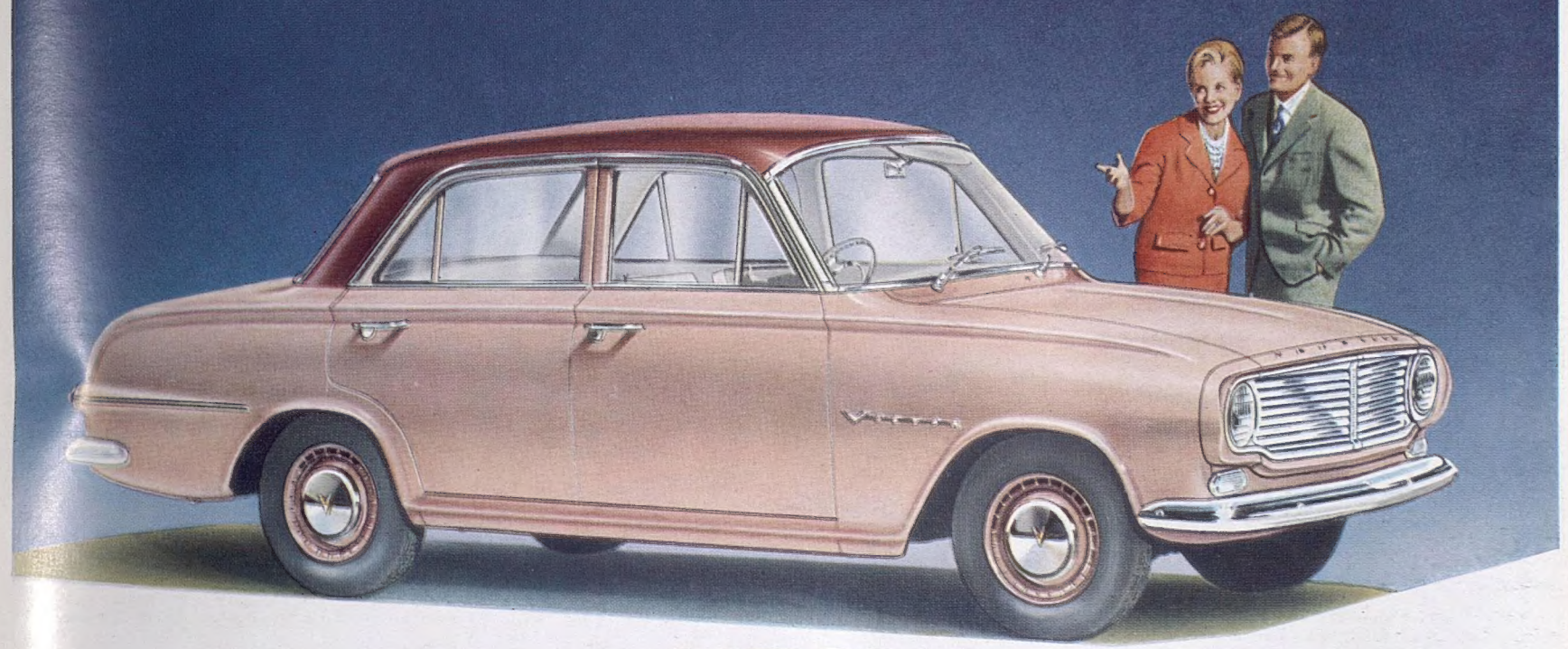

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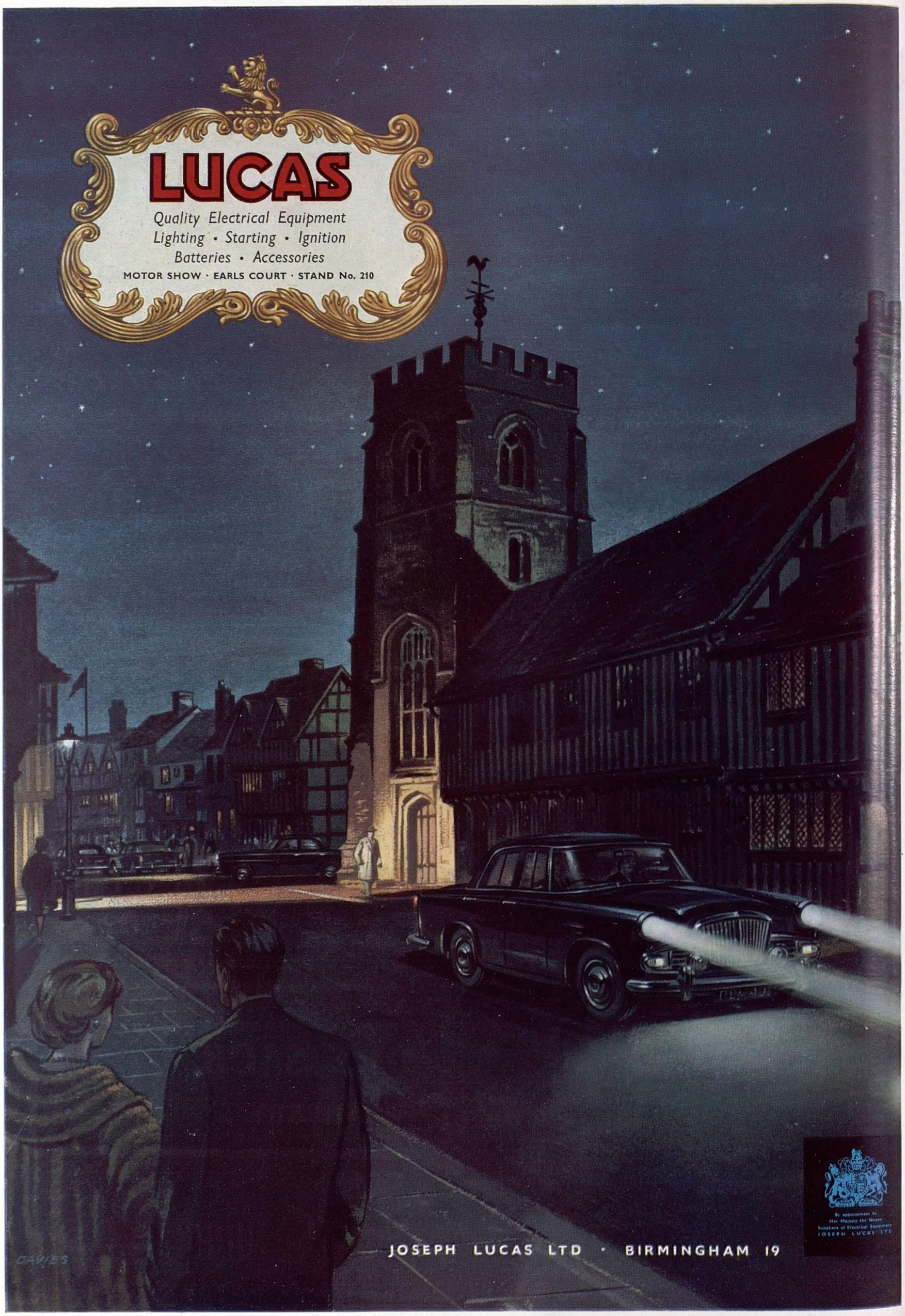
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